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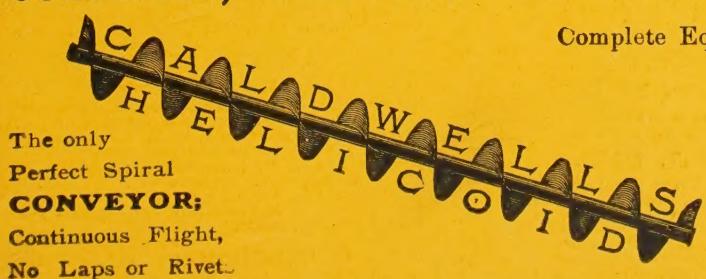
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Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed.

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Mereness & Potter Co., grain commission.*
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Kelly Bros. Gr. Co., commission & brokerage.
Kelly, Edward, wholesale grain & commission.
Woodside-Smith Gr. Co., receivers & shippers.

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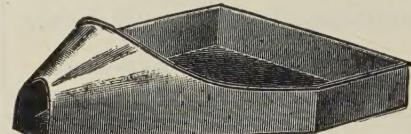
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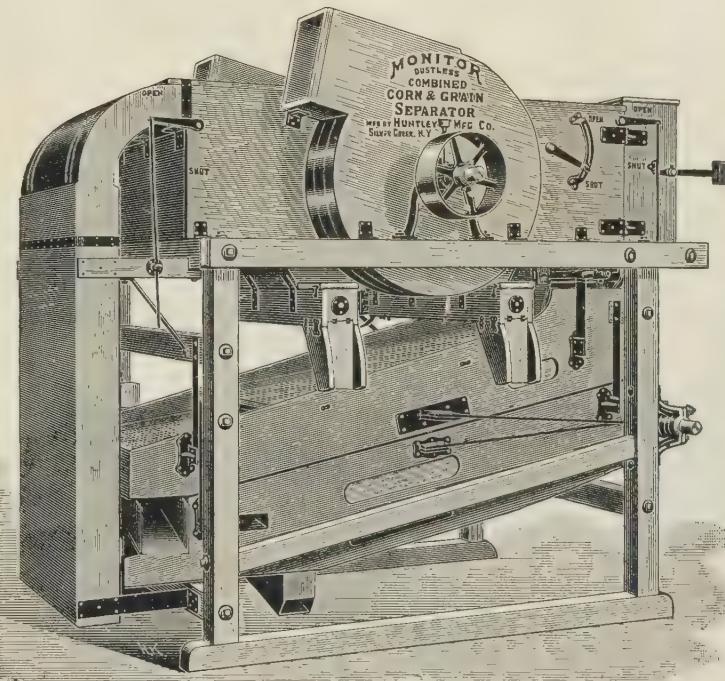
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The tale of the Grain Man.

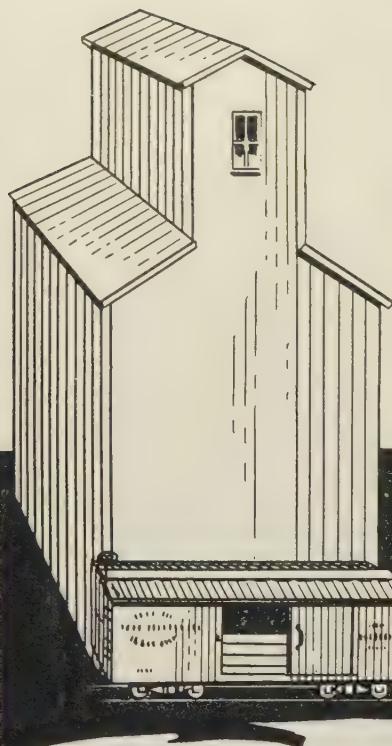
And the grain man told a long and sad, sad story

of how he had invested a goodly amount of his money in what he supposed to be a modernly equipped elevator, and how proud he was after its completion, for he had installed what he had supposed to be the best.

Then a new crop began to move, wagons were coming fast and heavy,—when something went wrong. Yes Sir, some part broke, and a millwright was necessary to find the trouble, and the millwright did, and sent to a far city for a new casting—and in the meantime the "cream" of the year's business had gone to another elevator man. And so it went on, for many years, something always broke when he needed it, business was good, yet the grain man's money bags had not increased in number, in fact they had decreased, yea even to the last. He was about to give up, disgusted, broke and old. Oh! what a sad ending.

But Ah! a friend, a friend in need, a friend indeed, told him to rip out all of the old "sham" machinery and install

Continued on page 171.



Everything for the elevator

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Adjustable, All Sizes



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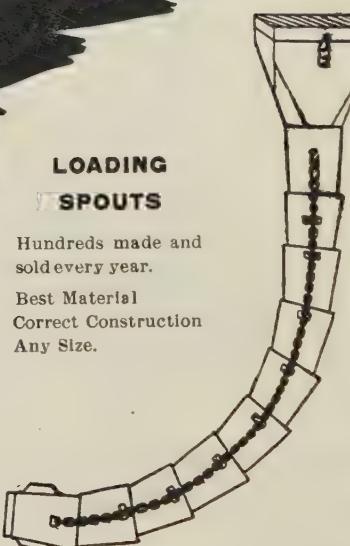
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LET US MAKE YOU A PRICE

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Grain Elevator Machinery and Supplies.

The tale of the Grain Man—continued from page 169.

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OF SHELLERS
CLEANERS
ELEVATING
CONVEYING
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TRANSMITTING
MACHINERY

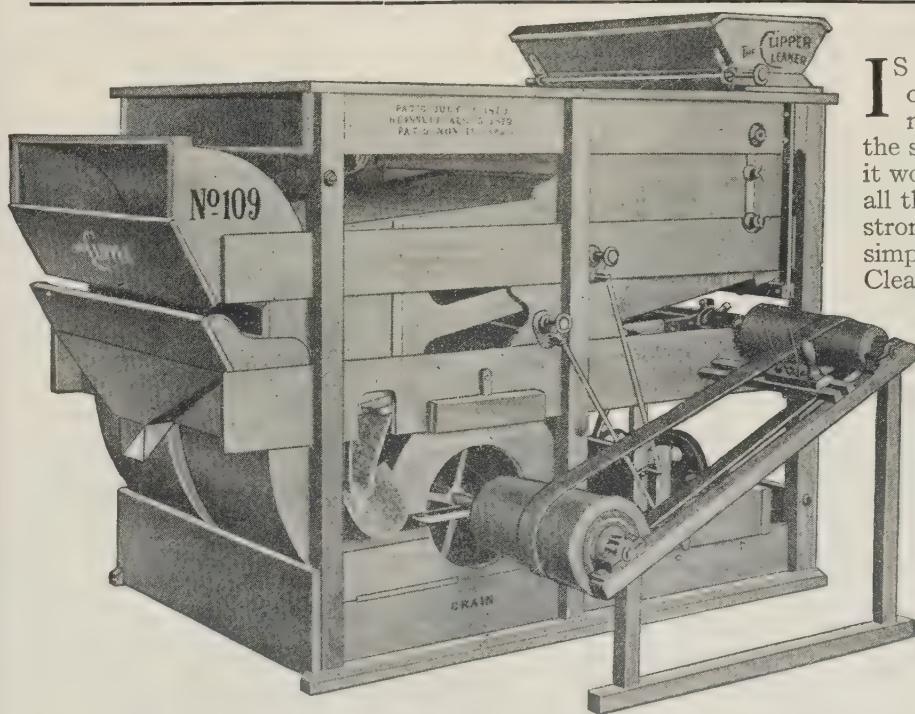
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He has installed elevator machinery better than the best, guaranteed to give lasting satisfaction, perfect operation and lowest power cost. In case any part should break, he sends to Decatur, the ideal shipping point of Illinois, and the desired part is immediately sent him. No delay, largest stock.

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The No. 109 Clipper Cleaner



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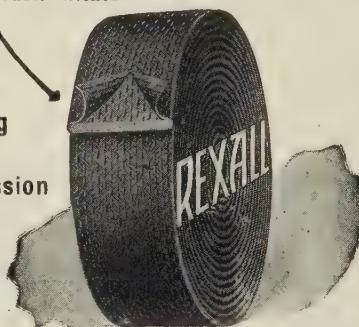
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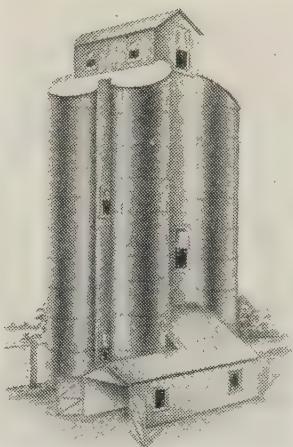
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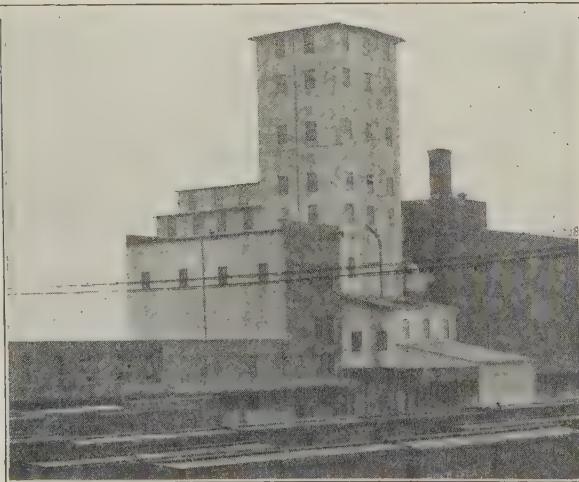
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GRAIN DEALERS JOURNAL, CHICAGO, ILL.

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IT is the one machine every profit desiring elevator operator should install or even investigate.

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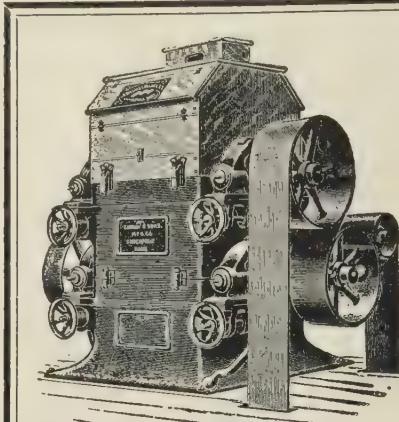
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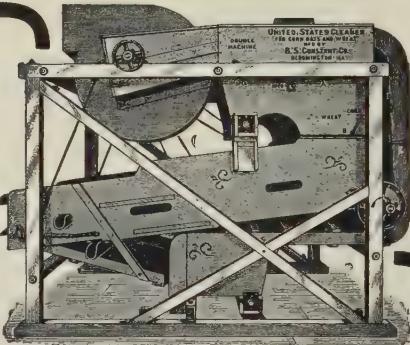
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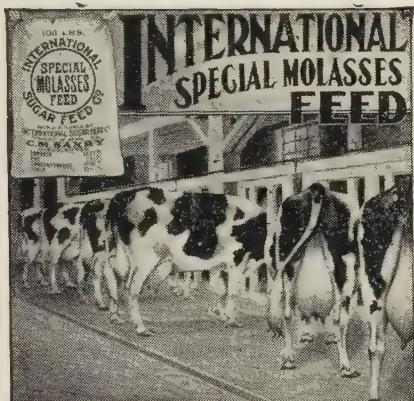
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The International Special Molasses Feed being easily digested and nutritious, is far superior to bran for mixing with home grown grains to the extent of $\frac{1}{2}$ or $\frac{1}{3}$ the ration. Horses are kept in better flesh and in better condition for hard work and on a less amount of feed by using the above mixture.

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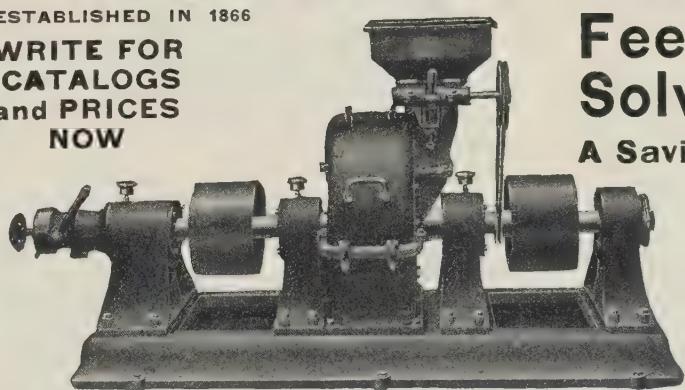
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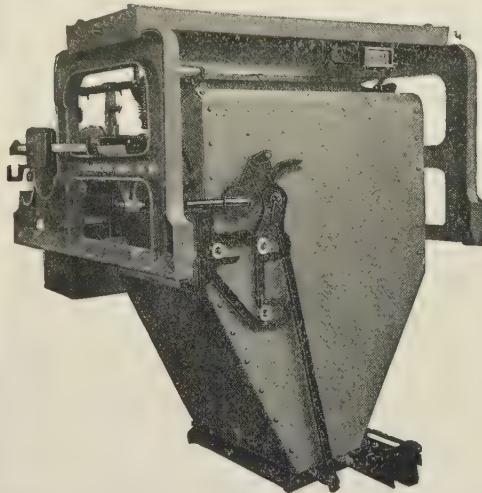
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If not, do not those daily small losses through varying weights supplemented by that occasional big shortage amount in a year to a big tax on your profits?

If it were possible to use some medium of recording your grain shipments that was unquestionably accurate, and *Whose Accuracy Would Command Immediate Recognition* from receivers, shippers and railroads alike, would not refunds for shortages mean much larger profits and fewer annoying disputes?

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Entirely under the driveway floor and takes up no room.

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Has control of the dump from the time that the trigger is pulled and causes it to settle down easily and without the least jerk or jar.

Shipped on 30 or 60 days' trial

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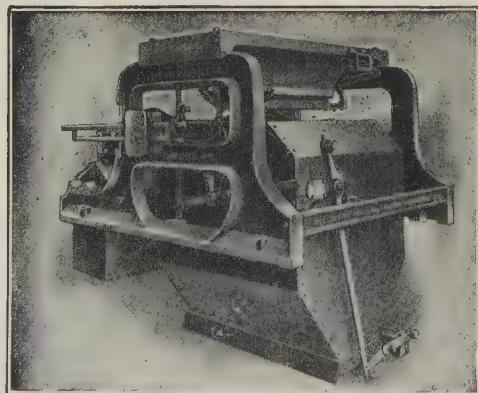
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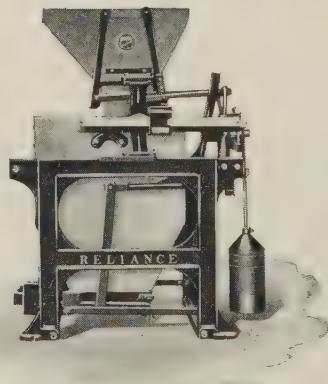
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SIMPLICITY means a great deal in the manufacture as well as in the operation of an Automatic Scale.

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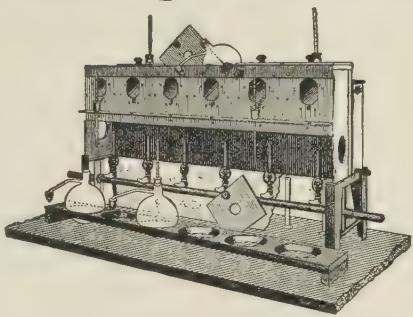
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Instead of using gas, petroleum or alcohol to generate heat, place an electric heater in your

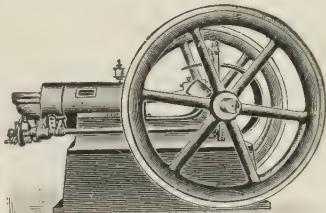
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These units are easy to install—any electrician can do it, simple to operate, inexpensive to maintain.

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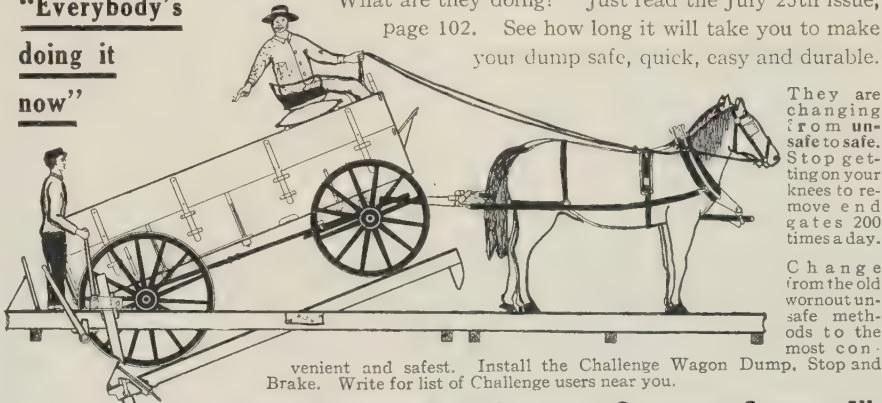
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It is ruled to meet the needs of the grain dealer's business. The column headings are: Date Sold, Date Shipped, Car No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination, Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

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Send postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

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It May Be

But these losses can be prevented with

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Made by
FRED W. KENNEDY
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with all kinds and conditions of grain

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John H. Bishop.

The Boss Car Loader

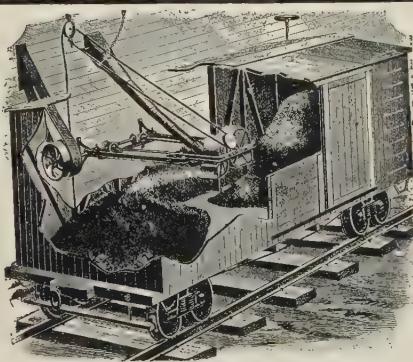
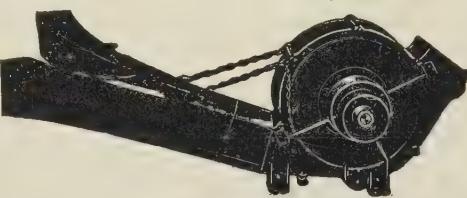
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IT LOADS GROUND FEED

In fact it will load any kind of grain, seeds or meal.

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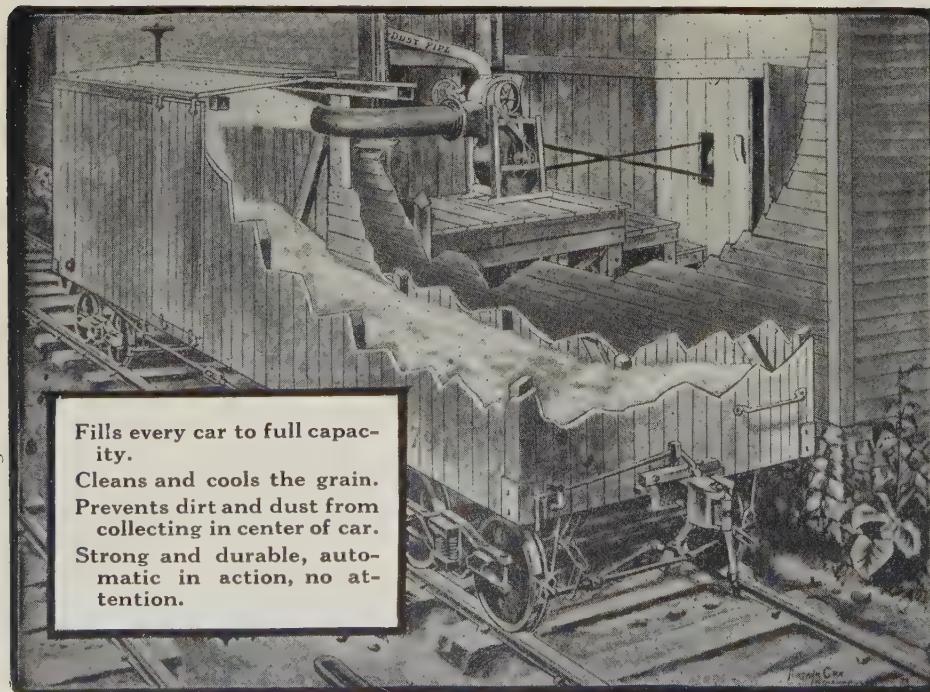
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SUCCESS SAFETY MAN LIFT

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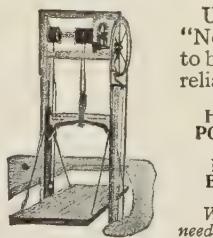
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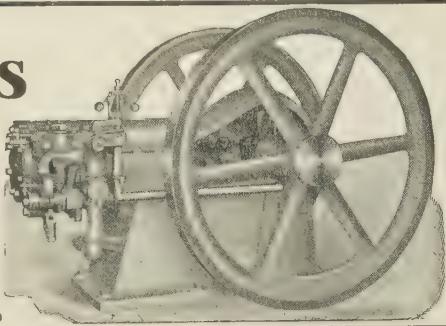
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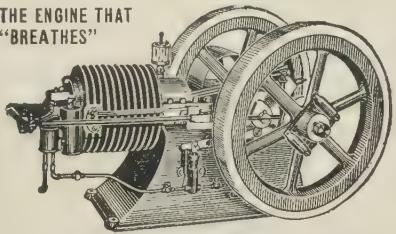
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THE ENGINE THAT
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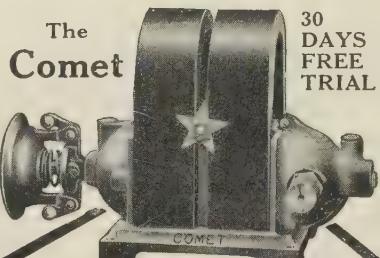
Sizes 1/4 to 12 H. P.
Just the engine for the elevator or shop. No Water Tanks, Hoppers or Fan Complications to bother with. The Gade pays for itself by cutting your fuel bill one-third. Investigate the efficient and economic GADE before you purchase an engine. 5 year guarantee. Write for catalog and descriptive matter.

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The
Comet
30
DAYS
FREE
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Don't figure the first cost
— OF —
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Figure the money saved in the end

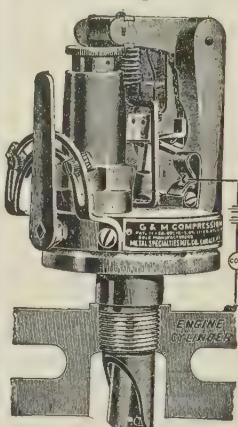
Experience with Magneto's has proved their superiority over batteries or dynamos, and experience with the Comet will prove it to be the simplest, most compact, and most powerful magneto made.

For Make & Break Spark \$10—For 1 or 2 cyl., jump \$11
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HENRICKS NOVELTY CO.
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G. & M. Compression Igniter

**A Revelation In Gas
Engine Ignition**



This igniter is suitable for all types of internal combustion engines. It may be screwed in in place of your jump spark, hot tube, or mechanical make and break igniter.

We can save you
MONEY, TIME
AND TROUBLE

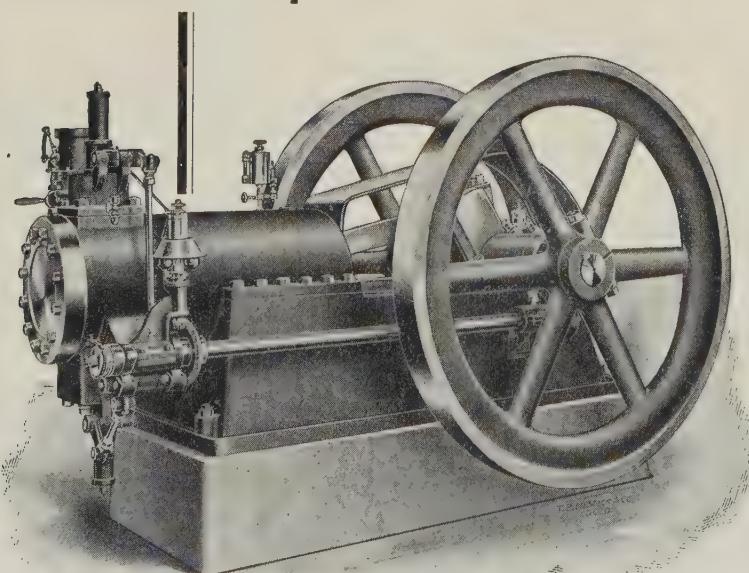
A. H. McDonald, the gas engine man, Chicago, wrote us as follows:

"I have handled and sold the G. & M. Compression Igniter during the past three years and have installed them on great many engines, some of which were cases where nearly every other form of ignition had been tried and proven more or less of a failure. I take pleasure in stating that your Igniter has given perfect satisfaction. I find by using this Igniter that the difficulties and troubles of other forms of ignition have been overcome and that it has solved the problem of quickly equipping any engine with a hammer make and break type of ignition. It is simple in form, easily applied and thoroughly reliable."

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Superior Gasoline Engines

Are the most economical power that can be installed—efficient, reliable and durable.

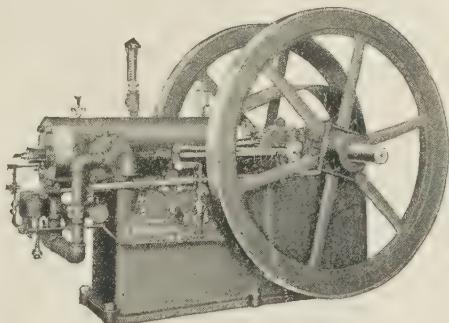
We can send you the names of those elevator owners and Superior engine users—who know and will testify that the Superior fulfills all claims.

Every engine guaranteed to develop and maintain the rated horse power with the claimed amount of fuel consumption.

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The Cheapest, Safest, Simplest Power for Elevators. More than full rated power developed on Kerosene, Gasoline, or Low Grade Distillate.

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Wagon and Portable Scales, Gasoline Engines, Pumps, Water Systems, Electric Light Plants, Windmills, Feed Grinders.

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PRICE, \$3.00
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We say "money-making" because it is a continuous money-saver to the power user. Oil engines are recognized as the cheapest and most satisfactory power known, and the MUNCIE has been accepted as the Standard Oil engine, because—

It operates on Fuel, Crude, Solar, and Gas Oils, and Kerosene, Naphtha and Distillate.

No batteries, magnetos or dynamos.

Fewest working parts of any engine.

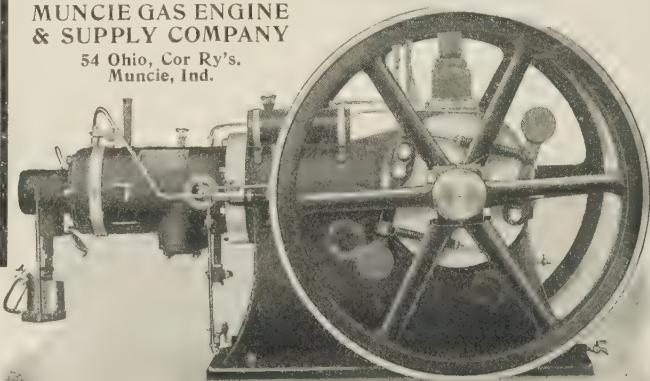
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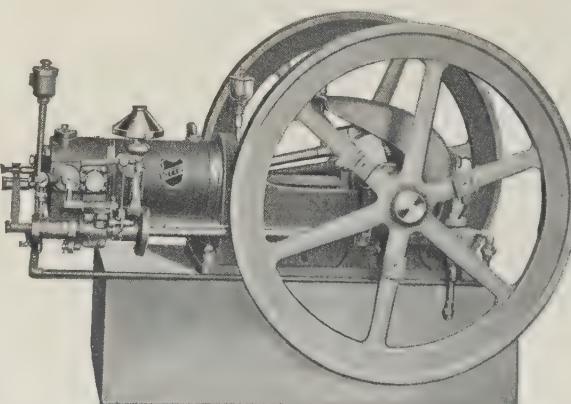
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Branches at:

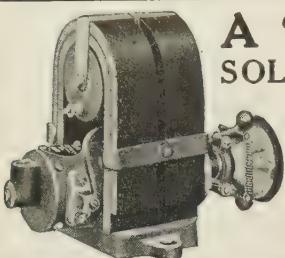
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General Sales Agency with

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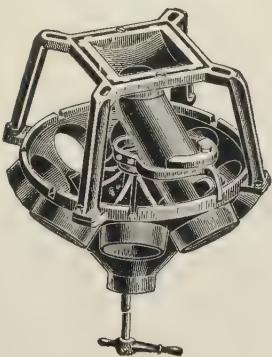
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Don't try to get along with those old worn out batteries, and then find yourself at a continuous expense for new cells. Save that money. Dynamos burn out points, and burn themselves out. Save that expense. Batteries and Dynamos are a continuous expense. "Wizard" Magneto's are perpetual money-savers. Start saving money today—by writing for descriptive catalog G. D. and prices.

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The Hall Signaling Grain Distributor

is the greatest time saver for the elevator operator and busy man, that has ever been devised. The whole problem of grain distribution without mixing is embraced in this simple device.

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(ELEVATOR LEG)

Costs Less to Build, Less to Operate, Less to Maintain. Elevates as much as **any** other leg double its size. Elevates constantly **Without Attention; Without Stoppage; Without Chokes.** Capacity guaranteed in your elevator.

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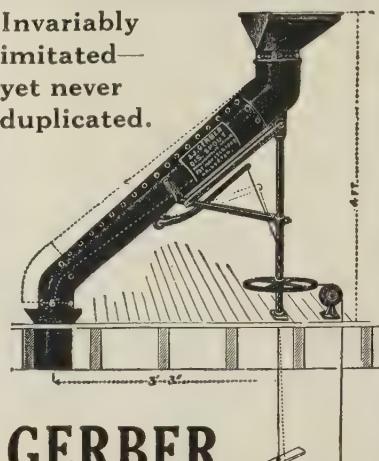
Form 321 is designed for keeping a record of each kind of grain received at a country elevator in a separate column so that the buyer by adding up columns may quickly determine the number of bushels of each kind of grain on hand. Columns are also provided for date, name, gross, tare, net pounds, price, amount paid and remarks.

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yet never
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The Gerber System is original in design, practical in arrangement, durable in construction and satisfactory in cost.

Prevents mixing of grain.

Stronger than any other spouting made.

Operating from working floor, and pressure of foot directs spout to desired bin, and patented device shows whether or not spout is properly set.

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J. J. GERBER

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Put Your Name

where everyone identified
with the grain trade will
see it and keep it there.

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Grain Dealers Journal
OF CHICAGO

THE SIDNEY FAN DISCHARGE CORN SHELLER

Let Others Tell The Story

Gentlemen:

We have been using one of your No. 1 Sidney Fan Discharge Corn Shellers for the past four years and it has given us perfect satisfaction, and our repair expense on same has been practically nothing in that time.

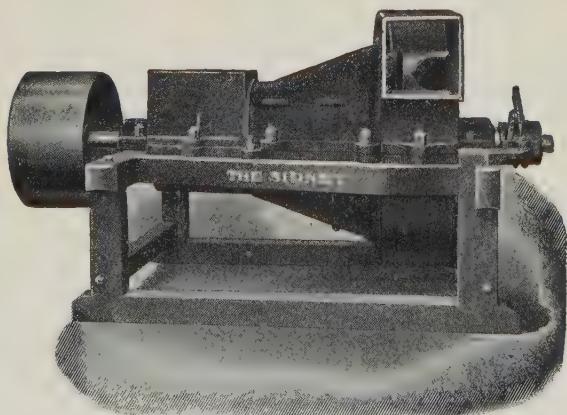
Yours very truly,

BARR & COMPANY:

Nora, Ind., July 11, 1912.

Gentlemen:
Our No. 0 Fan Discharge Corn Sheller which we bought of you in March, 1911, is all O. K. and is doing even better work than you represented it to do. We shell about 480 bu. per hour on it and believe it would shell more just as well. It does not crack the corn or give us trouble in any way.

Yours truly,
F. T. HINSHAW & SON.



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Twelve men with a crowbar can hardly move an empty car.

"The Fitzgerald Automatic Electric Overflow Alarm"

Entirely and Surely Prevents

Choked
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It is absolutely automatic. Electric bells give alarm to the agent or operator immediately the bin is full. The device needs no attention, is always ready and willing to work when required. Easily installed, at a very small cost, and in any elevator that is built. One good elevator carpenter can install it in one day. No elevator can afford to be without it for many times the small amount it costs. Write us for particulars and pamphlets.

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**GRAIN DRYERS—All sizes, CRUSHERS,
SELLERS and MILLS CONVEYORS
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SPROCKET WHEELS, OAT MEAL and
PEARLED BARLEY MACHINERY,
HOMINY MILLS**

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Everything for the Elevator

CLAUS-BLAND MFG. CO.

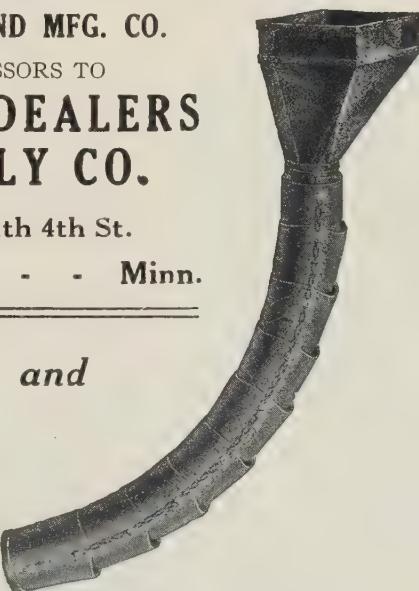
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Machinery and
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Of All
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**Flexible Loading Spouts
Manlifts Rubber Belting**

We handle all kinds of REPAIR WORK. If you are doing any remodeling, it will pay you to figure with us

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ALL KINDS OF TRANSMISSION CON-
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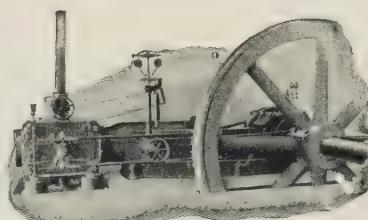
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GET OUR PRICES.

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CORLISS ENGINE WITH
ROLLING-MILL TYPE BED.

for belted or
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Simple, compound
and compound
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is designed to facilitate the book-keeping of grain shippers and to minimize the labor of keeping a complete record of each car shipped. The book is 9 $\frac{1}{2}$ x 12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2900 carloads.

At top of left hand page, in bold-faced type, are the words, "IN ACCOUNT WITH" and at top of facing page, is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance.

Order Form 20. Price \$1.75

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255 La Salle Street

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Edison Primary Battery is particularly suitable for all such cases—each cell is absolutely uniform and will maintain its voltage until the elements are entirely consumed.

Write us about your needs.

Catalog gladly furnished.

The Cheapest Form of Battery Energy

Thomas A. Edison, Inc.,

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The Most Economical Method of Handling Grain

And to convey over long distances or elevate to any height, where ordinary conveyors are impractical, is by : : : : : : : : :

AIR

The Pneumatic Conveyor

Will handle, either by suction or pressure—as the case may be—from 20 to 400 tons per hour in the simplest and most economical way.

NO DUST

No Machinery to Break Down.

NO REPAIRS

The least help required.

Low Cost of Installation and Operation.

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In use in the largest grain shipping ports in Europe for nearly 30 years.

We have 25 years' experience, and are ready to furnish plans and estimates to meet any conditions.

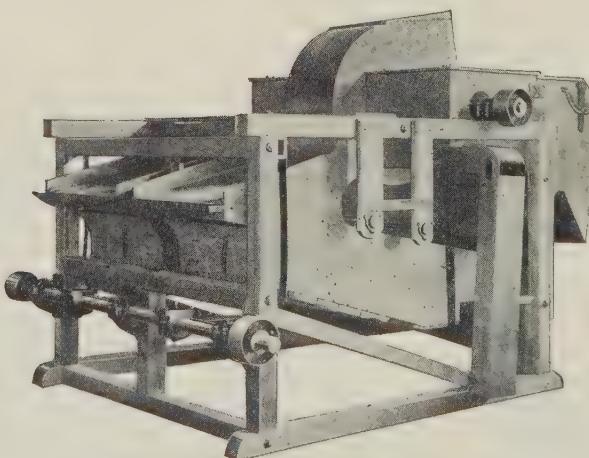
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"Eureka" Cracked Corn Separator and Grader



HEAVY DUTY CONSTRUCTION

The most perfect machine on the market for grading corn goods

The absolute uniformity and distinctiveness of each grade is due to the manner in which the separations are made, that is, by providing ample screen surface, using specially woven wire for the sieves and an automatic cleaner for keeping the meshes of the screens from clogging up. The "Eureka" is the Only Separator which has a suction acting on every grade of cracked corn.

Catalog free.

The S. Howes Company, Inc.

Eureka Works,

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The rate for advertisements in this department is 20 cents per type line each insertion

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FOR SALE CHEAP—One second-hand Mattoon Car Loader and one 16" French Burr Mill. Rhinehart Smith, Sidney, Ohio.

NEW TYPEWRITER AT A BARGAIN. New No. 5 Oliver Standard Visible Typewriter for sale. Never used. Address C. S. Clark, 315 S. LaSalle St., Chicago, Ill.

FOR SALE—One new never used 100 to 125 H. P. rope transmission, complete with tension carriage and rope. Make us an offer. Mississippi Box Co., Cairo, Ill.

WHILE THEY LAST—2 Fairbanks Hopper Scales with hopper timbers, \$35 each. 1 Rochester Flax, Grain and Seed cleaner, \$25; 3 Boot tanks, \$20 each; 1 exhaust fan, \$15; 1 double automatic shovel machine, \$25; 1 5 H. P. Steam engine, \$10; 1 steam pump, \$75; 2,000 practically new cups 6"x 18", 15c each, 6"x14", 14c each. LaCrosse Wrecking & Lumber Co., LaCrosse, Wis.

ELEVATOR BELTS WITH BUCKETS ATTACHED AT EXTREMELY LOW PRICES

In Either Cotton, Rubber or Canvas—Stitched Belt with "Salem," Steel Grain or Steel Corn Buckets attached.

We list herewith a few sizes with Net prices on 100 feet. Longer or shorter lengths supplied at a proportionate price.

STANDARD RUBBER BELT

With Steel Grain Buckets 16 in. apart.	Length.	Width.	Ply.	Buckets.	Net price.
	100	7	4	6 x 4	\$28.70
	100	8	4	7 x 4½	32.90
	100	9	4	8 x 5	37.80
	100	10	4	9 x 5	41.40
	100	11	4	10 x 5½	46.50
	100	12	4	11 x 6	51.00
	100	13	4	12 x 6	56.20
	100	14	5	12 x 7	79.00

EXTRA STANDARD RUBBER BELT

With "Salem" Cups 16 in. apart.	Length.	Width.	Ply.	Buckets.	Net price.
	100	7	4	6 x 4	\$31.45
	100	8	4	7 x 4½	37.90
	100	9	4	8 x 5	43.90
	100	10	4	9 x 5	48.15
	100	11	4	10 x 5½	54.45
	100	12	4	11 x 6	60.45
	100	13	4	12 x 6	65.30
	100	14	5	12 x 7	91.75

COTTON BELT

With Steel Grain Buckets 16 in. apart.	Length.	Width.	Ply.	Buckets.	Net price.
	100	7	4	6 x 4	\$19.26
	100	8	4	7 x 4½	21.82
	100	9	4	8 x 5	24.76
	100	10	4	9 x 5	28.40
	100	11	5	10 x 5½	36.96
	100	12	5	11 x 6	40.50
	100	13	5	12 x 6	46.10
	100	14	5	12 x 7	57.96

For Prompt Shipment.

Other sizes furnished on short notice. Send us your specifications and receive the lowest market prices.

We also have on hand a large amount of Second Hand Elevator Belting in first-class condition.

800 ft.—22" 5 ply Rubber with 20 x 6 Buckets attached at 50c per foot.

5,000 ft.—5" 4 ply Cotton belt with tin cups attached at 10c per foot.

7,000 ft.—6" 4 ply Cotton belt with tin cups attached 12c per foot.

The Largest Stock in the World of complete overhauled Feed Mills, Separators, Oat Clippers, Corn & Cob Crushers, Shellers, Shafting, etc.

Write for "Gumps Bargain" Book, giving a complete list with Net Prices. Mailed Free on Request.

Est. 1872. B. F. GUMP CO. Inc. 1901. 431-437 So. Clinton St., Chicago, Illinois.

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FOR SALE—New Marseilles Portable Elevator. Bargain. Early Grain & Elevator Co., Amarillo, Tex.

FOR SALE OR TRADE.

The Machinery of "the Menlo Roller Mills," which is a 50 bbl. mill of the Wolfe Manufacture, with 40 H. P. Atlas Steam Engine and 60 H. P. Boiler. 5 sets double Rolls, Bran and Flour Packers, Cleaners, Bleachers, Gyrators, Mixers, etc. almost as good as new. Will sell cheap or trade for Dakota Land.—C. A. Wildman, Menlo, Iowa.

ELEVATOR EQUIPMENT.

Due to selling elevator offer exceptional elevator equipment bargains for immediate sale f. o. b. Southern Minnesota town: 1 10-H. P. Charter Gas Engine, complete. 1 Double Invincible, Needle Screen. 1 No. 4 Monitor Separator. 1 Fairbanks Dump Scales, 1 Howe 3-ton scale, together with Shafting, Belting, Pulleys, etc. All above in A1 condition. Address, Elevator Equipment, Box 1, Grain Dealers Journal, Chicago, Ill.

SECOND HAND FOR SALE—Attrition mills: 3-24" Cogswell's; 1-24" Monarch; 1-20" Unique; 2-24" Foos; 1-19" Foos; 3 pair high roller mills; 2-9"x18" Noye gear drive; 1-9"x15" Case; 1-7"x18" 3 pair high Alfree, belt drive; 1-7"x15" Alfree, 2 high roller mill. Separators: 1 No. 1 ½ Barnard & Leas milling, 1 No. 31 Barnard & Leas Receiving; 1 No. 258 Eureka Magnetic, 25 bu. cap.; 1 No. 256 Monarch Magnetic, 50 bu. cap.; 1 No. 0 Howes Magnetic, 35 bu. cap. Dust collectors; 1 No. 3 P. 1, No. 4 A, 1 No. 2-B Wilson Tubular, 1 No. 2 Monarch. Address Sprout, Waldron & Co., P. O. Box 260, Muncey, Pa.

FOR SALE.

8' dia. x 25' long continuous Drier. Nordyke & Marmon Flour Facker. Nordyke & Marmon Round Reel, type 728. Nordyke & Marmon Hexagon Scalper. No. 3 Invincible Dustless Grain Separator, with magnet. No. 0 Raymond's Pulverizer for screening separation.

Two 36" French Burr Mills. One 24" Attrition Mill. Foos Scientific Attrition Mill, style 13½, size 24.

One ton Cooker with mixing blades. Small Acid Plant.

Hot Blast Drying Apparatus, 90" engine-driven fan connected to 2,500 ft. of 1" pipe coils.

Two Fairbanks Floor Scales.

36 Drying Trucks holding 100 trays each. Two Filter Presses, plates 30"x30". Two Filter Presses, plates 24"x24". Endless Chain Elevator.

Six 8x6x12 National Steam Pumps.

75-ton Hydraulic Packing Press.

Two Endless Belt Cup Elevators.

1,000 ft. Screw Conveyor.

20 Round Wooden Tanks, all sizes, some having mixing attachments.

Electric Starch Packers.

20 Shaking Screens.

12x10x12 National Straight Line Air Compressor.

175 H. P. 16x42 L. H. Whitehill Corliss Engine.

Two 100 H. P. 66x18 Tubular Boilers.

250 H. P. Berryman Heater.

10 K. W. 125-Volt Fort Wayne Dynamo.

The above material we offer f. o. b. Lititz, Pa., with privilege of inspection at prices about 25% cost of new. Immediate shipment.

WICKES BROTHERS,

Milling Department,
Claremont and West Side Avenues,
Jersey City, N. J.

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FOR SALE—One Monitor No. 4 Warehouse Smutter in good condition, only cleaned about 4,000 bu. grain, will sell cheap as we need the room. Rounseville & Doty, Spiritwood, N. Dak.

TWO 30 INCH DESTROYER Feed Mills especially adapted for large volume feed grinding and screening grinding, with emery stones and one extra set. Also one 24" Monarch Attrition Mill, with under running drive complete. Will be sold cheap. Address, Milwaukee, Box 2, Grain Dealers Journal, Chicago.

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LARGE FAIRBANKS TRACK SCALE for sale, complete with steel (I) beam setting. Ansted & Burk Co., Springfield, O.

FOR SALE—Slightly used Sonander Automatic Scales, good as new, at half price. Power Equipment Co., Minneapolis, Minn.

SCALES of all kinds repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, O.

AVERY AUTOMATIC Elevator Scale for sale, with capacity of 1,000 bus. per hour; only slightly used and in good condition. Address Northern Elevator Co., Manitowoc, Wis.

FOR SALE—At Your Own Price. One 350-bu., and one 500-bu., Fairbanks Hopper Scales. One 5-ton Victor, 8 ft. x 14 ft., wagon scale. All the above scales as good as new. Address D. M. Orcutt, Council Bluffs, Iowa.

FOR SALE CHEAP, one 48,000 lb. Buffalo Hopper Scale; one Buffalo Platform Scale, 4,000 lbs. capacity, with grain hopper five feet square. These two scales in first class condition replaced with larger ones. The Raymond P. Lipe Co., Toledo, Ohio.

REFITTED SCALES.

800 and 1200 Portables, Four 6 ton Fairbanks Wagon Scales, 1-6 ton Howe Wagon Scale, 1-Fairbanks Automatic Scale, 1-Ricardson Automatic Scale, 1-44 ft.-100 ton Fairbank Track Scale, with recording beam. Southern Scale Co., 407 Fourth St., St. Louis, Mo.

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The GRAIN DEALERS JOURNAL.

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1,500,000 BU. ELEVATOR for sale; in good condition; on railroad and river connections. For particulars see J. F. O. Reiter, 3531 No. Broadway, St. Louis, Mo.

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SOUTHERN MINNESOTA ELEVATOR for sale at a bargain in one of the best sections of the State. For information write H. W. Sinclair, Fairmont, Minn.

OKLAHOMA ELEVATOR for sale in great grain section; no competition; broken health reason for selling. Address Thos., Box 3, Grain Dealers Journal, Chicago.

CYLINDER, IOWA—Elevator for sale on the C. M. & St. P. R. R.; bumper crop; should pay for itself in six months. Price \$2,000. Address L. L. R., Box 3, Grain Dealers Journal, Chicago, Ill.

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NORTH DAKOTA AND MINNESOTA. For sale 16 elevators located in N. D. and Minn. Good stations and prices reasonable. Will sell either as a line or separate. Address 308 Board of Trade, Duluth, Minn.

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NORTHEAST SOUTH DAKOTA for sale—a 25,000 bu. cribbed elevator with flat house connections in one of the best grain stations on C. M. & St. P. Ry., at Garden City, S. Dak. Price \$3,000. Address, Joel McKee, Bradley, S. Dak.

THREE UP-TO-DATE NEBRASKA elevators for sale. One on Burlington R. R., and two on U. P. Ry. Good grain points. Best crop prospects ever. Large territory. Right price. Will sell one or all. Address, Nebraska, Box 12, Grain Dealers Journal, Chicago, Ill.

40,000-BU. INDIANA ELEVATOR—Cribbed. Only elevator in county seat, third best farming county in state. Wheat, corn, oats and rye handled. Good wholesale and retail flour and feed business in connection. Will sell separate. Address, T. L. Box 1, Grain Dealers Journal, Chicago, Ill.

MAPLE PARK, ILL. For sale, elevator, feed and coal business, 55 miles west of Chicago, on main line Chicago Northwestern Ry., consisting of 25,000 bu. elevator on private ground 167 ft. x 150. Also good feed warehouse, two stories, 30x60. Also coal sheds with sufficient yards for lumber business. John W. Glidden, DeKalb, Ill.

NORTH CENTRAL OHIO, 12,000 bu. capacity, hopper bin elevator. Has been built six years, located in one of the best grain producing sections in Ohio. Coal and stock yards. Buyer has option on dwelling and general store, which has been built three years. Price of elevator, coal sheds and stock yards, \$3,600. Dwelling and store, \$1,550, not including stock of merchandise. Good shipping facilities. Will sell at above price if sold soon. Address B. O. B., Box 3, Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE.

ONLY ELEVATOR IN S. DAK. town for sale. A chance. Address Bargain, Box 12, Grain Dealers Journal, Chicago.

NORTHWESTERN OHIO. For sale, one of the best elevator and coal propositions in the state. Address C. O. D., Box 7, Grain Dealers Journal, Chicago.

TWO ELEVATORS CHEAP; 10 and 15M. capacity, gas engines, roller feed mill, ordinary elevator machinery, coal sheds. Good crops. No incumbrance. Inquire or write. A. A. Stephenson, Foraker, Okla.

FOR SALE—Grain and coal business in Iowa. Handled 175,000 bus. of grain and 1,500 tons coal last year. Priced right. Address Iowa, Box 3, Grain Dealers Journal, Chicago, Ill.

FOR SALE—20,000 up-to-date cribbed elevator with coal sheds, 2 wagon scales, cleaner, gasoline engine, etc. In best grain section of S. E. So. Dak. Must sell on account of ill health. Address J. C. Schmidt, Medford, Ore.

ELEVATOR IN NORTH DAKOTA on Granville Branch of Great Northern. Crops in fine condition. Owner no longer in grain business. Address Karl Klauser, University Club, Milwaukee, Wis.

HAWLEY, IOWA—30x30 elevator, additional sheds, office and corn cribs for sale at a reasonable price. Located on the M. & St. L. Ry. Horsepower. Address Philip Findeis, Miranda, So. Dak.

NORTHEASTERN MISSOURI elevator and grist mill, good flour, feed and coal business. No competition in six miles. Retiring from business. Address F. A. Barr & Son, Maywood, Lewis Co., Mo.

NORTHEAST CORNER of Oklahoma—30,000 bu. elevator for sale. In perfect condition. Finest prospect for corn crop in ten years. Handled 500,000 bus. corn in one season. Terms to suit. Address, W. Houk, Vinita, Okla.

SOUTHEAST KANSAS—For sale, new 15,000 bu. elevator with splendid retail flour, feed and coal business in addition. Only elevator and coal business in the town. Buildings all on owner's land. Address, I. E. Clark, Walnut, Kansas.

WISCONSIN ELEVATOR AND MILL for sale. 10,000 bu. elevator, 50 bbl. steam roller mill. On C. M. St. P. R. R. No competition. Up-to-date flour and feed mill. Everything in good running order. Address Roller, Box 10, Grain Dealers Journal, Chicago.

ILLINOIS—For Sale or Trade, 15,000 bu. elevator and coal and hay business. Located in good territory, only one competitor. Too much other business to attend to, reason for selling. Address B. E. T., Box 5, Grain Dealers Journal, Chicago.

IOWA. Two grain elevators 40M. and 15M. capacity, each run by gasoline engines; scales in each elevator; coal house, corn crib, office and residence. House has 7 rooms, furnace, good well and cistern. Possession can be given in 30 days. No trades. \$5,200 takes them. M. E. Cardwell, Rockwell, Iowa.

20,000 BU. CENTRAL NEBRASKA elevator, lumber yard, coal and hog business for sale. Located on the M. P. Ry., established 1896. Ship about 400,000 bus. per year. Crop and business prospects excellent. A mighty fine opportunity for a good live man. Easy terms. Address Lumber, Box 3, Grain Dealers Journal, Chicago, Ill.

TWO ILLINOIS ELEVATORS for sale. Located on I. C. Ry., 35,000 and 25,000 bus. capacity, cribbed and iron clad. New automatic scale in elevator, Neberter engine in one, Fairbanks in other, and Fairbanks scales. Private vault with Mosler screw door safe. Coal sheds. Would like to sell all together, handles from 300 to 400,000 bus. per year. Address Led, Box 7, Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE.

IF YOU WANT TO SELL YOUR BUSINESS write to the Manager of the Want Dept., Grain Dealers Journal, Chicago, Ill. Grain Dealers Journal, Chicago.

NORTH DAKOTA ELEVATOR for sale to close up an estate. 20,000 bu., gasoline power, in good town and good crops. Elevator is in good repair and ready for business. Apply to Fred C. Brandt, Administrator, Kulm, No. Dak.

NORTH DAKOTA ELEVATOR for sale. A good, up-to-date, 25,000-bu. grain elevator in rich farming community. Reason for selling, owner financially embarrassed. Best crop outlook in years. Address H. A. Foss, Minot, No. Dak.

ILLINOIS ELEVATOR, COAL HOUSE, flour and feed warehouse, scales and office for sale. Only elevator in good town of 800 and in good farming community. Located on the I. C. and B. & O. S. W. Rys., on a direct route to Chicago, Cairo, Memphis, New Orleans and Louisville, Ky. A bargain for some grain man. Address Payer, Box 3, Grain Dealers Journal, Chicago.

THE FIRST \$5,000 CASH takes the best 40,000 bu. elevator and implement buildings in North Central part of Iowa. Implements about \$2,000. Elevator ships about 125,000 or more bushels. Elevator all hopper bins, and contains all new machinery. Best crop in years. From \$8,000 to \$10,000 worth of machinery sold in a year. No competition. Address Alex, Box 3, Grain Dealers Journal, Chicago.

NEW ILLINOIS ELEVATOR for sale. Capacity 20,000 bus. 58 miles from Chicago. Doing a thriving feed and grain business, handling over 250,000 bus. of grain last year. Practically no competition. Elevator equipped to handle six to eight cars daily. Easy terms, would lease to responsible party for term of years. Address, Lease, Box 12, Grain Dealers Journal, Chicago, Ill.

BUSINESS OPPORTUNITIES.

GOOD OPENING—Wholesale grain business. We have house on track for. Box 439, Palestine, Texas.

HALF INTEREST in one, two or three elevators for sale in Southern Minnesota, all first-class plants and best of crops. Address Half Interest, Box 3, Grain Dealers Journal, Chicago.

TEXAS GRAIN BUSINESS for sale or lease. Elevator, warehouse and trackage facilities. Good retail coal trade in connection. Live business in live town of 15,000. Weathers Grain Co., Greenville, Texas.

ANY OPPORTUNITY of interest to the grain trade finds the largest and most interested audience if made known through the "Business Opportunities" columns of the Grain Dealers Journal.

INTERESTED IN A LOCATION for a flour mill? If so, investigate Drake, N. Dak., at the junction of the Drake-Plaza line, and the Drake-Fordville line, with the main line of the Soo. For information address Herman Drake, Drake, No. Dak.

SELLING PROPOSITION WANTED—By man 36 years old, who wants work not too confining, four years in grocery business, two years in office, and four years in operating flour and feed mill and elevator. Address Reliable, Box 2, Grain Dealers Journal, Chicago, Ill.

WE HAVE A GOOD OPENING for an elevator and flour mill in Raiston, an industrial suburb of Omaha, Nebr., located on the C. B. & Q. and Missouri Pacific Railroads. 3 factories completed and 3 under construction. Surrounded by good farming community. Raiston Townsite Co., 309 So. 17th St., Omaha, Nebr.

SITUATIONS WANTED.

WANTED—POSITION as first or second man in grain elevator. Address W. S. Lane, 800 Dempster St., Evanston, Ill.

WANTED—POSITION AS MANAGER of an elevator. Am perfectly capable and can give reference. Married. E. L. Reed, De Witt, Ill.

MAN WITH EXPERIENCE in grain business desires position with some responsible grain firm as traveling solicitor; can swing a good business. Address Box J, Manson, Iowa.

EXPERIENCED GRAIN ELEVATOR managers and operators have 6,000 possible openings to apply for by making their want known through the "Situations Wanted" columns of the Grain Dealers Journal.

WANTED—POSITION AS MANAGER of country elevator by a middle-aged man with bank and elevator experience. Best of references. Address Bank, Box 3, Grain Dealers Journal, Chicago, Ill.

A FARMERS ELEVATOR MANAGER has to make a change on account of drought. Have had lifetime experience, also some reference, married. What have you to offer? Prefer Minn. or Ill. Address, Hay, Box 2, Grain Dealers Journal, Chicago.

POSITION WANTED as manager or grain buyer for country elevator by an experienced young man. Now employed. Can furnish the best of references as to character and ability. Address Box 55, Green Mountain, Iowa.

MAN OF 7 YEARS EXPERIENCE in grain business desires position with some responsible grain firm as traveling solicitor. Married, and will leave salary to employer after trial. Address, 7 yrs., Box 9, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as manager of country station in good town in Kansas or Missouri for share of profits. Have held position as manager of good station ten years. Desire change of climate. Address, Reno, Box 2, Grain Dealers Journal, Chicago.

EXPERIENCED MAN WANTS a position as manager of farmers elevator co.; 7 years' experience; speak German; some good town in Iowa preferred. Understand bookkeeping. Address A. W. H., Box 3, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED as traveling solicitor. Age 30. Three years with present connection. Steady habits. Industrious. Will furnish any number of first-class references desired. Address Square Deal, Box 3, Grain Dealers Journal, Chicago.

AN EXPERIENCED farmers elevator manager wants a position in a grain commission office or traveling solicitor or manager of elevator. Good education and appearance. Graduate of commercial school. Salary \$100 per month. Address Lock Box 78, Trent, S. Dak., or Trent, Box 3, Grain Dealers Journal, Chicago.

FERRETS.

FERRETS AT \$2.00 EACH during July and August. Exterminate the rats before the rush of grain. Keefer Bros., Greenwich, Ohio.

LAND FOR SALE.

880 ACRES OF GOOD MINNESOTA land, located in Murray County, twenty-five miles from Iowa State line, 500 acres now under cultivation, balance in clover and timothy. Buildings on land valued at \$14,000. Ten miles of open wire fence. Free mail delivery and telephone. Seven miles northwest of Lake Wilson. Will take \$65.00 per acre, one-third cash, balance at 5% interest. Here is a bargain in a real Minnesota farm, best crops in years. If interested write or call at the farm of John Rohde, Lake Wilson, Minn.

HELP WANTED.

COMPETENT AND EXPERIENCED help can be secured through an advertisement in the "Help Wanted" columns of the Grain Dealers Journal.

WANTED—A FIRST-CLASS MAN to help in elevator and implement business on or before Sept. 1st. Will be alone most of the time; \$60 a month for the right man to start on. Must have experience in the grain business. Address Implement, Box 3, Grain Dealers Journal, Chicago.

WANTED CAPABLE MAN to run steam engine in grain elevator, must understand elevator work, in good town near Chicago, steady work to right man. Address Capable, Box 2, Grain Dealers Journal, Chicago.

WANTED GRAIN BUYERS for Minnesota country elevators. State in first letter age, nationality, experience, references and salary expected. Address, London, Box 2, Grain Dealers Journal, Chicago, Ill.

WANTED YOUNG MEN, who want to come to Canada, who have had some experience in buying grain. For particulars, address Reliance Grain Co., Ltd., 421 Grain Exchange, Winnipeg, giving age, qualifications, etc.

ELEVATOR FOREMAN WANTED, must be good judge of wheat, correct weigher and of fair education. Must thoroughly understand operating an elevator. Good position and steady work for industrious, temperate man. Address, The Ansted & Burk Co., Springfield, Ohio.

WANT FIRST-CLASS, RELIABLE and honest man for position as foreman of an elevator at Ft. Worth, Texas. Must be acquainted with mill machinery and know how to grind corn meal chops. Must be able to handle men and not afraid of work. Would prefer man of German or Swedish nationality, also married. \$100 per month salary. Address, Ft. Worth, Box 2, Grain Dealers Journal, Chicago, Ill.

GASOLINE ENGINES

1-15 H. P. GASOLINE ENGINE for sale. Guaranteed first-class, running order, \$180. Address Engine, Box 10, Grain Dealers Journal, Chicago.

60 H. P. COLUMBUS Gas Engine for sale; guaranteed to run satisfactory; now using larger engine. Berry Bros., Bolt Works, Columbus, Ohio.

FOR SALE—One 25 H. P. Otto Gasoline Engine in good running order. Price with battery ignition \$350; magneto ignition \$375. J. Thompson & Sons Mfg. Co., Beloit, Wis.

GAS AND GASOLINE engines for sale command a vitally interested audience if you insert an advertisement in the "Gas Engines" columns of the Grain Dealers Journal, Chicago, Ill.

FOR SALE—1-30 H. P. Gasoline Engine, almost new and in perfect order. Just purchased elevator, and am installing electric motors. Address, Joseph Poos, Eaton, O.

1-18 H. P. FOOS "special" horizontal \$245; 1-23 H. P. Gilson "hopper cooled," \$335; 1-25 H. P. Brown Horizontal, \$280. All warranted as good as new. Badger Motor Co., Milwaukee, Wis.

GASOLINE ENGINES FOR SALE.

44 H. P. Fairbanks-Morse.
25 H. P. Columbus.
25 H. P. Fairbanks-Morse.
22 H. P. Fairbanks-Morse.
15 H. P. Fairbanks-Morse.
12 H. P. Fairbanks-Morse.
6 H. P. Fairbanks-Morse.
4 H. P. Fairbanks-Morse.

Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

ELEVATORS WANTED.

WANTED TO TRADE—Modern nine-room dwelling, new, for grain point in Western Ohio or Eastern Illinois. Address, Lock Box 5, Gordon, Ohio.

GENERAL STORE FOR SALE or trade for good elevator. Store doing \$50,000 worth of business per year. Address, B. Slenz, Vandalia, Ohio.

WANTED TO TRADE 11½ acres good land adjoining good town for elevator located in Ill. or Ind. Address Box 8, Gessele, Ind.

GENERAL STORE FOR SALE or trade for good elevator. Store doing a good business and a money-maker. Address Money, Box 3, Grain Dealers Journal, Chicago.

WANTED TO BUY one or more elevators in good localities in the West. Stations must handle 100 cars a year. Address Richard Heinrich, Spring Ranch, Neb.

CHOOSE YOUR ELEVATOR from the many offered. Insert an advertisement in the "Elevators Wanted" columns of the Grain Dealers Journal, and select one at a satisfactory price and station.

ELEVATOR WANTED IN OHIO, Ind., or Ill., in town of 1,000 or more, handling over 200,000 bu. per annum. Give full information in first letter. Address Elevator, Box 3, Grain Dealers Journal, Chicago, Ill.

WANTED TO BUY or lease elevator situated in Cent. Ill. which handles not less than 200,000 bus. annually, on the Big Four or I. C. preferred. Address Buyer, Box 3, Grain Dealers Journal, Chicago.

FOR TRADE—80 acres of level land, good four-room house, barn and dam. This farm is all fenced in, and only a half a mile to Draper, Lyman Co., S. Dak. Want elevator in Southeastern So. Dak., handling not less than 100,000 bus. per year. Address Lock Box 6, Monroe, So. Dak.

WANTED AN ELEVATOR—I have a good level quarter section of land in Richland, No. Dak., three and one-half miles from market. All summer fallowed, except 6 acres. Will trade for an elevator doing at least 200 M. bus. of business per year. Elevator must be at least worth \$6,000. Address A. F. Gilchrist, Gibson City, Ill.

A 160 ACRE FARM well located in Colorado for sale or exchange for a good grain and coal or any good business located in Ohio, Ind., or Ill. Prefer Ohio location. Farm has 80 acres in first-class alfalfa yielding 3 to 6 tons per acre. Bountiful water supply, improved with 5 room house, well fenced. Full description sent upon application. Address G. W. H., Box 2, Grain Dealers Journal, Chicago.

ELEVATOR BROKERS.

JOHN A. RICE, exclusive elevator broker, Frankfort, Ind. 1,100 listed. Sold 122. First-class trade only. Charge seller 2%, subject to prior sale. NO OTHER WAY. 12 years' experience worth \$1,000 to buyers GRATIS. List with me, buy of me and have good luck.

THE ELEVATOR of the Kent Grain Co., of Kentland, Ind., has been sold to Benedict & Harmon of Oxford, Ind. The transaction was made by Chancellor & Harrington of Fowler, Ind., this making a total of \$158,500.00 worth of elevators sold by this firm in the last 12 months. Let them sell yours or see what they have to offer. Chancellor & Harrington, Fowler, Ind.

BUILDING MATERIAL.

2 MILLION FT. 2x6, 2x8, 2x10 hemlock cribbing; all size timbers, boards and ready roofing. J. G. Ruel, 7337 Stony Island Ave., Chicago.

FOR SALE CHEAP—Two million feet of hemlock elevator cribbing, 2x4 to 2x10's. Timbers 8x8 to 12x12's; 4x12x20 ft. oak and beech, 12x12x17 ft. and 20 ft. oak. Seven Fairbanks-Morse Scales, steel hoppers, 10 tons bucket and plain belts. Kellogg Elevator Wrecking Co., Michigan St. and Buffalo River, Buffalo, N. Y.

The GRAIN DEALERS JOURNAL.

PROPOSALS.

GOVERNORS ISLAND, N. Y. H., Aug. 1, 1912.—Sealed proposals in triplicate, for furnishing, commencing Oct. 1, 1912, Forage and Straw required in Eastern Division, during the year ending June 30, 1913, will be received here until 10 a. m., Aug. 30, 1912. Information furnished on application. Chief Quartermaster.

PROPOSALS FOR FLOUR, OATS, DRIED FRUITS, ETC.—Department of the Interior, Office of Indian Affairs, Washington, D. C., August 12, 1912. Sealed proposals, plainly marked on the outside of the envelope "Proposals for flour, oats, dried fruits, etc., as the case may be, and addressed to the "Commissioner of Indian Affairs, Sixteenth and Canal Streets, Chicago, Ill." will be received until 2 o'clock p. m. of Tuesday, September 17, 1912, and then opened, for furnishing the Indian Service with canned tomatoes, corn meal, cracked wheat, dried fruit, feed, flour, hominy, oats, and rolled oats, during the fiscal year ending June 30, 1913. Bids must be made out on Government Blanks. Schedules giving all necessary information for bidders will be furnished on application to the Indian Office, Washington, D. C., the U. S. Indian Warehouse at New York City, Chicago, Ill., St. Louis, Mo., Omaha, Nebr., and San Francisco, Cal. The department reserves the right to reject any and all bids, or any part of any bid. R. G. VALENTINE, Commissioner.

SECOND-HAND BAGS AND BURLAP.

BURLAP BAGS AND BULAPS, new or used, plain or branded, of every kind. Grain Bags, Sample Bags, etc. Best prices paid for second-hand bags. Wm. Ross & Co., 409 N. Peoria St., Chicago, Ill.

GRAIN BAGS FOR RENT.
From 100 to 50,000 Cotton Grain Bags. Can make quick shipments. For terms, write Foell & Co., 123 Market St., St. Louis, Mo.

WANT ADS

in the GRAIN DEALERS JOURNAL make wants known to everyone connected with the grain trade. If you desire to buy or rent, sell or lease an elevator or anything used by grain dealers, try a JOURNAL want ad twice a month and your want will soon be satisfied.

KEEP POSTED.

GRAIN DEALERS JOURNAL

La Salle St., Chicago, Ill.

Gentlemen:—In order to keep us posted regarding what is going on in the grain trade outside our office, please send us the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find One Dollar and Fifty cents for one year.

Name of firm.....

Capacity of Elevator Post Office.....

bus. State.....

HAY WANTED.

WANTED—100 Cars Oat Straw.
C. T. Hamilton, New Castle, Pa.

HAY & STRAW WANTED—Correspond with us. W. J. Armstrong Co., Milwaukee, Wis.

HAY & STRAW WANTED—Correspond with us. T. D. Randall & Co., Suite 65-68, 234-236 S. La Salle St., Chicago, Ill.

ALL KINDS OF HAY WANTED, especially No. 1 Timothy. For further particulars address the Monroe Model Mill, Monroe, Wis.

HAY WANTED—10 to 20 cars No. 1 and 2 Timothy Hay in large and medium bales. Quote us your prices. General Supply Co., Worcester, Mass.

GOOD HAY WANTED—Those in the market for good hay and straw can quickly satisfy their want thru an advertisement in the "Hay Wanted" columns of the Grain Dealers Journal.

GRAIN WANTED.

SALVAGE GRAIN. We buy grain salvage in any quantity, wet or dry. American Cattle & Poultry Food Co., Binghamton, N. Y.

WANTED—Off grade and salvage wheat and corn of every description. I make a specialty of it. C. C. Lewis, Chamber of Commerce, Buffalo, N. Y.

MR. MILLER—DO YOU WANT PURE virgin wheat, right from the country? Then make your want known thru an advertisement in the "Grain Wanted" columns of the Grain Dealers Journal. Over 6,000 country shippers can satisfy your want.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.



SALES SHIPMENTS and RETURNS BOOK

is invaluable to the country grain man in keeping record of his sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10 $\frac{1}{4}$ x 16 $\frac{3}{4}$ inches, used double. The left-hand pages are ruled for information regarding Sales and Shipments; the right-hand pages for Returns. Under Sales the column headings are Date, Amount Sold, Price, Grain, Terms. Under Shipments are Date, Car No. and Initial, Our Weights, In Bushels, Grade, Route, Rate. Under Returns are Destination Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

No. 14AA contains 76 double pages, with room for records of over 2,200 cars. It is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper.

Price, \$2.00

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La Salle Street, Chicago.

YOU

Can find no present more acceptable to the progressive grain dealer than a paid up subscription to the *Grain Dealers Journal*.

SEEDS FOR SALE—WANTED

SEEDS WANTED.

WANTED FIELD SEEDS, all varieties. Quote, with samples. J. Oliver Johnson, Chicago, Ill.

SEED WHEAT WANTED—Pure stocks of Gypsy and Pool. The Wing Seed Co., Mechanicsburg, Ohio.

WE WANT SEED WHEAT—Fultz preferred. Send sample and price. Milford Hay & Grain Co., Milford, Ohio.

SEED WHEAT FOR SALE—Millers, grain dealers, seed men, all wanting good seed wheat, can readily satisfy their want thru an advertisement in the "Seeds Wanted" columns of the Grain Dealers Journal.

TIMOTHY SEED SAMPLES WANTED. Whenever you can offer. National Seed Co., Louisville, Ky.

We Buy and Sell
Wheat Screenings, Cane seed, Salvage Wheat,
Kaffir Corn. Write or wire for prices.

HENRY LICHTIG GRAIN CO., Kansas City, Mo.

Can You Offer

Cane - Millet - Clover - Pop Corn

Send Samples

J. G. Peppard Seed Co.

Kansas City, Mo.

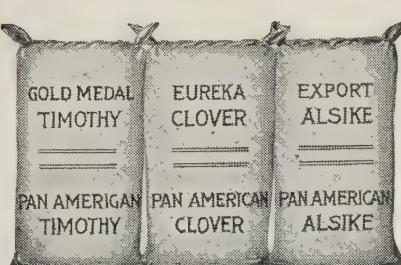
W. H. Small & Co.

EVANSVILLE, INDIANA

Eclipse Poultry Feed

Absolutely sure Egg Producer.
Hens lay summer and winter.
It shows results; increases trade

Write for Prices



Timothy—Red Clover—Alsike—
Alfalfa—White Clover—Crimson
Clover—Canada Bluegrass—Kentucky
Bluegrass—Redtop—Millets—
Lawn Seed—Orchard Grass—
Seed Grains—Peas—Popcorn, etc.

Whitney-Eckstein Seed Co.

BUFFALO, N. Y.

Correspondence Solicited

SEEDS FOR SALE.

SEED WHEAT FOR SALE.
We have a few cars of choice Missouri Soft Winter Wheat at popular prices. Will furnish samples and prices on application. Eaton-McClelland Commission Co., St. Louis, Mo.

TIMOTHY SEED FOR SALE—If you want the very best TIMOTHY SEED right from the heart of the timothy seed section of Iowa, write us stating how much you want. We will send samples and prices. Our seed was never better. Ottumwa Seed Co., Ottumwa, Iowa.

IF YOU WANT
High Grade Timothy Seed, Alfalfa, Alsike, White Clover, Vetches, Millet and Sunflower Seed, write for samples.

G. S. MANN, Seed Broker
930 Postal Tel. Bldg. CHICAGO, ILL.

John A. Salzer Seed Co.

GROWERS and DEALERS of
FARM and GARDEN SEEDS

LA CROSSE, - WISCONSIN

FUTURES

Clover—Aleyke—Timothy
SOUTHWORTH & COMPANY
Produce Ex., TOLEDO, O.

Want a Job?—Advertise in the Situation Wanted columns of the Grain Dealers Journal.

Grain, Clover and Grass Seeds,
CHAS. E. PRUNTY,

7, 9 and 11 South Main St. SAINT LOUIS

SEEDS

THE ILLINOIS SEED CO., Chicago, Ill.

WE BUY AND SELL

TIMOTHY, RED, WHITE, ALSYKE AND ALFALFA CLOVERS, RED TOP, MILLETS, BLUE GRASS, SEED GRAIN.

Ask for Prices. Mail Samples for Bids.

The Toledo Field Seed Co.

Clover and Timothy Seed

Consignments solicited. Send us your samples.

Toledo, Ohio.

Have 10,000 Bu. CHICKEN FEED WHEAT on hand
Wire or Write for Samples and Prices

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Chamber of Commerce, MINNEAPOLIS, MINN

THE ALBERT

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COMPANY
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CHICAGO

MINNEAPOLIS

Grain Bags
Pop-Corn
Seed Corn
Beans, Peas

Minneapolis Seed Company

Minneapolis, Minn.

SEEDS

OUR SPECIALTY IS TIMOTHY

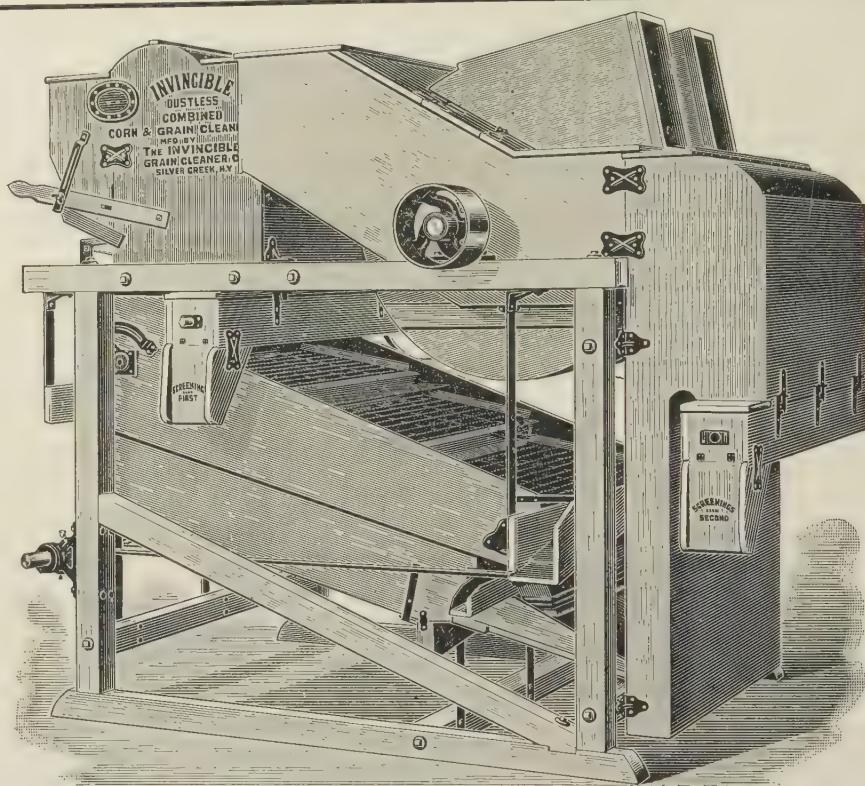
Send Samples for Prices



The INVINCIBLE ADVANTAGES of our Compound Shake Dustless Combined Corn and Grain CLEANER

1. It cleans two kinds of grain without change of screens.
2. Change can be made in a moment.
3. It makes a thorough air separation of the grains.
4. The separation is under perfect control.
5. It requires no bracing and will not shake the building.
6. It will pay for itself in a short time.
7. It is built under our personal supervision.
8. We guarantee it to do the work intended.
9. We will ship you a machine on 30 days' trial.

Write Us for Particulars.



INVINCIBLE GRAIN CLEANER CO. SILVER CREEK, N. Y.

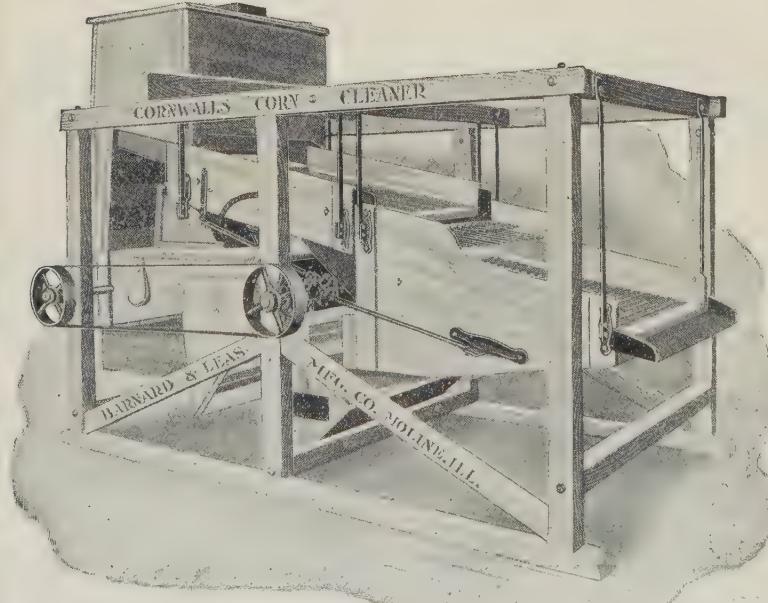
F. H. MORLEY, Jr., 311 Traders Bldg., Chicago, Ill.
C. L. HOGLE, 622 Board of Trade, Indianapolis, Ind.
C. WILKINSON, 6027 Chestnut St., Philadelphia, Pa.
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SPECIAL SALES AGENTS: BUCKLEY BROS., Louisville, Ky.

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BY

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F. E. KINGSBURY, Terminal Hotel, St. Louis, Mo.
J. J. CROFUT & CO., 612 McKay Bldg., Portland, Ore.
STRONG-SCOTT MFG. CO., Minneapolis, Minn.



The First Corn Cleaner



The *first* shaker cleaner introduced.

The first in capacity, durability and efficiency.

The first in popularity.

It is practically two machines in one, a corn cleaner and receiving separator, according to the kind of sieves used.

Will clean wheat, oats and other grain as well as corn.

Write for catalogue.



BARNARD & LEAS MFG. CO.

MILL BUILDERS AND
MILL FURNISHERS
ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.

GRAIN DEALERS JOURNAL

Published on the

10th and 25th of Each Month

by the

Grain Dealers Company

315 S. La Salle Street, Chicago, Ill.

CHARLES S. CLARK, Manager

SUBSCRIPTION RATES

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THE ADVERTISING

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

LETTERS

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

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GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., AUGUST 10, 1912

IF King Corn is an expert long distance swimmer, he may survive the recent floods, but he will also have to develop unusual sprinting ability, if he reaches maturity before Jack Frost overtakes him.

SOME dealers encourage scooping by their own selfishness. In their eagerness to dip into every line of business in town they antagonize merchants in other lines, who in turn scoop or encourage others to scoop.

GOOD BOOKS conveniently arranged, minimize the labor necessary to keep account of your business, and impress customers of your desire to have accounts right. Like good stationery, they convey a good impression.

IT IS indeed gratifying to note that country grain buyers are discussing more frequently than ever the necessity of buying grain from farmers *on grade*. They must sell it on grade, hence can not afford to buy it otherwise.

THE WEST and Northwest is complaining most bitterly of the twine shortage and the shortage in threshing machinery, and if the reports now coming from the wheat fields are but half true, the car shortage will exceed all previous records: Think of shipping mowers and threshing machines by express. Have buyers no foresight?

BLACK RUST reports of the crop experts now sojourning in the Northwestern wheat fields are generally considered a vain attempt to resurrect that old scare game of "Wolf! Wolf!" The wheat crop is too far advanced to suffer greatly.

AN ELEVATOR auditor of long experience maintains that the average elevator at the average station cannot afford to handle wheat, rye or barley for less than 5c a bushel, corn 4c and oats 3c. If you can figure out how a dealer can handle it for less and live we will be pleased to see your figures and to know your methods of grading and handling.

IF EVERY crook in the grain trade was exposed, there would be no necessity for a credit buro. Grain dealers would keep posted and avoid the tricky dealers. The trouble is most dealers seem unwilling to show up those who beat them out of money until the crook is dead and the last hope of recovery is lost. Publicity is the best cure for crookedness.

TWO ELEVATORS and much other valuable property at Dana, Ia., were sacrificed last week to the careless man with the match in the gasoline room. He escaped with his life, tho badly injured. If the gasoline supply had been buried in a tank underground, as the mutual fire insurance companies making a specialty of grain elevators require, these elevators would not have been burned.

THE FREQUENT thunderstorms of the last three weeks have no doubt resulted in some elevators being struck by lightning, but up to the present writing only one has been burned by the resulting fire. It seems that grain dealers are exercising more care and watch their property more closely during thunderstorms, so that if buildings are struck by lightning, fires can be extinguished in their incipiency.

SO MUCH of the winter wheat acreage which was supposed to have been winter killed was planted to oats, country elevator men of the winter killed sections will have more wheat mixed in their oats than for years past. While it is not likely the Agricultural Dept. will confiscate any such shipments, because of the mixture, still buyers cannot be expected to accept the mixture at the market value of the oats.

COUNTRY elevator men who feel that they must contract with the farmers for the future delivery of grain, owe it to themselves and their businesses to place such contracts in writing. If you haven't backbone enough to insist that your farmer patron write out what he proposes to deliver to you, then give him a small check on account and write on the face of it exactly and fully what it is for. When he endorses the check to get his money, he gives written evidence of the contract.

TRADE ABUSES will not be remedied or corrected until the sufferers show them up and convince others of the necessity of a reform. When you see a real abuse, give it a dose of caustic publicity thru our "Letters From Dealers" column.

ALL shippers ass'ns seem disposed to endorse and recommend a form weight certificate much like that adopted by the Indiana Ass'n, and no doubt uniformity will result not only in greater care on the part of the shippers, but also in more confidence in shippers weights by receivers, claim agents and others at interest. The principal thing wanted by receivers is a certificate which would be clear as to the quantity of grain, the date of weighing and the facilities for weighing, as well as the number of draughts by which weights were obtained.

OVERBIDDERS and chronic fighters who are perpetually disrupting local grain markets, seldom realize a profit from the business and generally find it necessary to pay a higher rate of interest for such money as they are able to borrow, because money lenders insist upon a higher rate where called upon to take a greater risk by lending to fighters who persist in working on a close margin. It is much better to handle 1,000 bus. at a profit than to wear out your machinery, your gray matter and place your capital in jeopardy by handling grain for nothing.

IT HAS BEEN shown frequently by terminal weighmasters that more shortages in grain shipments occur during the early months of each crop year than at any other time. This is due no doubt to the fact that more small grain is shipped during these months, and then too, the shippers have more grain to handle and are in a greater hurry to get it started to market, hence it is necessary that every shipper give more care to the inspection and coopering of each car before loading any grain into it. Old worn out or weak cars should never be loaded unless lined.

CHICAGO'S freight handling facilities will soon be greatly improved and the prompt handling of all classes of freight greatly facilitated. The Chicago & Western Indiana has just purchased the Union Transfer Railway, formerly known as the Chicago Clearing Yards, and hereafter most of the freight passing thru the city will be handled thru the transfer yards, and not come down town. It is expected to increase the handling capacity of this clearing yard immediately, so that at least 15,000 cars can be easily handled daily. This should greatly facilitate the movement of all classes of freight about the city, and insure the transfer of grain from inspection yards to elevators much more promptly than ever before, with the result that interest on each shipment drawn against will be charged for a shorter period.

TEAM TRACK weights have always given more trouble in central markets than any other, due probably to the carelessness of teamsters and the dishonesty of men employed to guard open cars. The agitation of the shortage evil has resulted in many losses being traced direct to team tracks. The Milwaukee Chamber of Commerce is to be commended in its recent adoption of a new rule, which will necessitate all grain spilled or wasted by teamsters being added to the weight of the grain passing over the yard scales, so that the employers of careless teamsters will suffer the loss instead of country shippers. This is one more step forward.

IF elevator owners expected boys to play in bins when grain was being drawn out, they would take every precaution to keep the boys out of the elevator or else provide a long pronged fork with a long pole for pushing it down and a tackle for pulling it up. Some lives have been saved by chopping out the bottom or side of the bin, but where a bin is surrounded by other bins, it is not always easy to get to it. However, both means could be used without either gang of workmen interfering with the other. When the sucking down of anyone into a bin of grain is witnessed, plenty of hands are generally on the ground quickly, ready and willing to do anything in their power to save the life, but men unguided by a cool, thoughtful head seldom uncover the body before it is too late. Two boys who suffocated in a corn bin at Wabash, Ind., last week, paid the sad penalty of turning the elevator cupola into a play house. Children should be kept out of the elevator and workmen warned of the dangers of the deep bins.

ANOTHER Kansas shipper has sought to secure easy riches by forging Bs/L, and still another dealer has been captured and no doubt will be prosecuted for his readiness with the pen. If the forgers would only impose upon the railroad companies more frequently, order Bs/L would not be issued to Tom, Dick and Harry in large blocks, or as wanted. The railroad companies would not think of giving out unsigned and undated 10c passenger tickets, good to the next station, even the numbered consecutively and recorded in a big book, but they are perfectly willing to give out S/O Bs/L blanks by the thousand, because their loss resulting from such a wasteful method is infinitesimal. It would be no great hardship for the railroad companies to throw the same safeguards around S/O Bs/L as they do around their tickets, and if shippers are to have drafts attached to order Bs/L honored, they must bring pressure upon the railroad companies to safeguard such forms. Bankers and receivers, who have suffered heavily by reason of many forgeries, are likely soon to take steps to protect themselves against these frequent losses.

DRIVING about the country, seeking to contract farmer's grain for future delivery has never proved profitable, because the farmer invariably accepts the visit of the grain buyer as proof positive of great eagerness to buy, and he is sure to hold off for a higher price than he would be perfectly willing to sell for when he hauls the grain to town. The buyer is out his time and traveling expenses and every such trip is likely to disrupt the local market and result in a prolonged fight.

THE MANITOBA government elevators, which were built and purchased at the behest of political agitators and operated two years at a loss of \$120,000, have now been leased to The Grain Growers Co. for a pittance. This was to be expected. Government never has made a success of business where it became necessary for it to compete with private enterprise. It has cost the people of Manitoba about \$2,000,000 to learn that the government cannot profitably operate grain elevators or telephones. Whether they will be willing for the government to experiment in any other lines of business is doubtful.

NEW ORLEANS will handle considerable export grain, if something is not done soon to offset the effect of the reduced freight rates over the M. P. and T. & P. R. R.'s, which go into effect next Monday. Eastern ports have protested to the Interstate Commerce Commission most vigorously, but the Commission has announced that it could not see its way clear to suspend a reduced rate, hence the only hope of checking the flood of export grain to the gulf port is in a similar reduction of rates by the eastern lines. It would seem that the freight rates of the lake and rail routes would be low enough to prevent the lines to the gulf carrying grain at a lower rate profitably. However the reduction is generally accepted as a determined move on the part of the Gould Line managers to get business, and eastern lines will have to meet the cut rate or else lose business.

HELP PREVENT A CAR FAMINE.
Anticipating an unusual movement of grain during the late fall and early winter months, many traffic organizations and the railroads are beseeching shippers who can obtain their supplies early and thus insure their having the commodity when needed. Many organizations are sending circulars to every member, beseeching each to make every endeavor to expedite the prompt loading and unloading of cars. The Interstate Commerce Commission has endorsed the new demurrage rules of the American Railway Ass'n, and instructed carriers to route foreign cars homeward. If every shipper and every receiver would exert himself to release cars promptly, then the famine now feared will not materialize and many exasperating expensive delays will be avoided.

THE LATEST FEDERAL INSPECTION BILL.

Senator McCumber of North Dakota has become a slave to the habit of introducing a new grain inspection bill at every session of Congress, and this being a presidential election year, he could not overcome his desire to get in a new bill before Congress adjourned. Recently he induced the committee on Agriculture of the Senate to report favorably on a bill which prohibits the interstate or export shipment of grain which has not been graded by federal inspectors. The department will not have any jurisdiction over intra-state shipments and of course the state inspection departments which can live on such shipments will continue to do business and charge the trade for their opinion.

Senator McCumber's new bill directs the Sec'y of Agriculture to organize in the Bureau of Plant Industry, a grain inspection and grading department, and to appoint experts and others as may be necessary for carrying out the work. Of course all of the employees will be placed under civil service, the greatest farce ever palmed off on a confiding public, but as usual, employees will be appointed and removed for political reasons only. It is intended that a chief inspector and such assistants as may be necessary shall be appointed for every grain center where the Sec'y of Agriculture may deem such a department necessary.

For a time it is intended that the government officials condescend to classify grain according to established standards, but as their superior judgment of the needs of the trade detect better classifications, the established grades shall be discarded, regardless of the rights or wishes of the merchants engaged in handling grain, who are alone interested in its proper classification.

The federal inspectors will be more than grain inspectors, as it shall be their duty to investigate the handling and weighing of grain which they inspect, and to report on the methods thereof to the high and mighty Secretary of Agri.

Government regulation of trade methods and practices may be necessary to the promotion of fair dealing, but government service in the classifying of any commodity is not necessary, and cannot be expected to be conducted expeditiously, practically or with a view to promoting trade. The red tape practices common in all government bureos are a check to business, and the technical officials are invariably so impracticable as to nullify all benefits which might possibly result from the service. The cost of government service is invariably quadruple that of private enterprise.

If federal inspection ever does become an established fact, the cost of getting grain from producer to consumer will be materially increased and the irritations of doing a grain business indefinitely multiplied. The politicians merely want more trough room for their heelers. They are not interested in the welfare of the people, the reduction of the cost of living or the promotion of business. Their appetite for more fees and more places is insatiable.

Barley Movement for the Crop Year.

Receipts and shipments of barley at the leading markets during the crop year prior to Aug. 1, 1912, compared with the movement during the corresponding 12

months prior to Aug. 1, 1911, as officially reported by the secretaries of the Grain Exchanges have been as follows:

	Receipts.	Shipments.	
	1911-12.	1910-11.	1910-11.
Chicago	20,677,000	20,104,000	3,840,000
Minneapolis	19,134,170	18,502,169	16,315,340
Milwaukee	12,796,744	12,909,266	4,098,672
Duluth	6,391,916	7,157,034	6,355,877
St. Louis	1,618,345	2,258,326	164,530
Louisville	486,125	510,625	2,700
Cincinnati	467,840	626,402	21,261
Detroit	380,731	540,839	5,043
Kansas City	238,000	378,000	210,000
San Francisco	201,682	387,618	347,200
Boston	65,341	.....	32,292
Philadelphia	12,000	69,000	.....

DAILY CLOSING PRICES.

The closing prices of wheat and corn for September delivery at the following markets for the past two weeks has been as follows:

SEPTEMBER WHEAT.

	July 25.	July 26.	July 27.	July 28.	July 29.	July 30.	Aug. 1.	Aug. 2.	Aug. 3.	Aug. 4.	Aug. 5.	Aug. 6.	Aug. 7.	Aug. 8.	Aug. 9.	Aug. 10.
Chgo.	92 1/2	93 1/2	93 1/2	94 1/2	93 1/2	93 1/2	92 1/2	93	92 1/2	92 1/2	93 1/2	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2
Mpls.	93 1/2	95	94 1/2	95 1/2	94 1/2	93 1/2	92 1/2	92 1/2	91 1/2	91 1/2	91 1/2	92 1/2	92 1/2	92 1/2	91 1/2	91 1/2
Dith.	94 1/2	96 1/2	96 1/2	96 1/2	95 1/2	95 1/2	94 1/2	93 1/2	93 1/2	92 1/2	92 1/2	94	93 1/2	92 1/2	92 1/2	92 1/2
St. L.	92 1/2	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2	92 1/2	92 1/2	92 1/2	91 1/2	91 1/2	91 1/2	91 1/2	91 1/2	91 1/2	91 1/2
K. C.	87 1/2	88	87 1/2	88	87 1/2	88	87 1/2	87 1/2	87 1/2	87 1/2	87 1/2	88	87 1/2	87 1/2	87 1/2	87 1/2
Mil.	92 1/2	93 1/2	94	93 1/2	93 1/2	93 1/2	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2
Tdo.	103 1/2	105	105 1/2	108 1/2	108 1/2	106 1/2	107 1/2	106 1/2	106 1/2	105 1/2	105 1/2	105 1/2	105 1/2	106 1/2	106 1/2	106 1/2
N.	Y. 100 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	101 1/2	100 1/2	100 1/2
Blt.	98 1/2	98 1/2	99 1/2	99 1/2	100	99 1/2	100 1/2	99 1/2	100	99 1/2	99	98 1/2	99	98 1/2	97 1/2	97 1/2
Wpg.	94	94 1/2	94	93 1/2	93 1/2	94 1/2	93 1/2	93 1/2	93 1/2	92 1/2	92 1/2	91 1/2	92 1/2	91 1/2	91 1/2	91 1/2
Lpl.	104 1/2	104 1/2	105	104 1/2	105 1/2	106 1/2	106	105 1/2	105 1/2	105 1/2	105 1/2	106	106 1/2	105 1/2	105 1/2	105 1/2
Buda	126 1/2	126 1/2	127 1/2	128	126 1/2	126 1/2	126 1/2	126 1/2	126 1/2	126 1/2	126 1/2	126 1/2	126 1/2	126 1/2	126 1/2	126 1/2

†Oct. delivery. *Spot.

SEPTEMBER CORN.

	July 25.	July 26.	July 27.	July 28.	July 29.	July 30.	Aug. 1.	Aug. 2.	Aug. 3.	Aug. 4.	Aug. 5.	Aug. 6.	Aug. 7.	Aug. 8.	Aug. 9.	Aug. 10.
Chgo.	65 1/2	65 1/2	65 1/2	66 1/2	66	66 1/2	68 1/2	67 1/2	67 1/2	66 1/2	66 1/2	66 1/2	68 1/2	68 1/2	68 1/2	68 1/2
*Blt.	76	76	76	70 1/2	76 1/2	76 1/2	77	76 1/2	76 1/2	77	77	76 1/2	77 1/2	77	77	77
K. C.	64 1/2	64 1/2	64 1/2	64 1/2	66	65 1/2	66 1/2	68 1/2	67 1/2	67 1/2	67 1/2	67 1/2	68	68	68 1/2	68 1/2
St. L.	65 1/2	65 1/2	65 1/2	66 1/2	65 1/2	66 1/2	68 1/2	67 1/2	67 1/2	66 1/2	66 1/2	66 1/2	68 1/2	68 1/2	68 1/2	68 1/2
Lpl.	64	64 1/2	64 1/2	64 1/2	63 1/2	64 1/2	64 1/2	64 1/2	64 1/2	64 1/2	64 1/2	64 1/2	65 1/2	66 1/2	67 1/2	66 1/2



How Long Will the Patient Animal Stand Punishment?

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for publication, the initials, number, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

C. S. 28042 passed thru Browns, Ill., Aug. 8, eastbound on the Southern R. R., leaking corn at side of car.—Browns Elvtr. Co.

C. H. & D. 17817 passed thru Medora, Ind., Aug. 5, over the B. & O. road leaking badly from one end. Car badly damaged.—Medora Mill Co.

Wabash 66394 passed thru Colburn, Ind., Aug. 5, leaking wheat over rear truck, either thru floor or over end of flooring.—W. F. Noble.

T. & P. 5779 passed thru Edgewood, Ill., Aug. 2, leaking shelled corn.—Jno. M. Lieb & Son.

T. St. L. & W. 3380 passed through Vinton, Ia., Aug. 2, leaking oats on account of broken truck.—Spike & Co.

St. Paul 38146 passed thru Templeton, Ia., Aug. 2, leaking white corn. Grain door was broken but I fixed it to the best of my ability.—J. N. Loeltz, mgr. Templeton Farmers Elvtr. Co.

Frisco 32749 passed thru Wheatland, Ind., Aug. 1, leaking badly at both ends.—Walker & Chambers.

Wabash 67607 on train No. 71 westbound, passed thru Milmine, Ill., July 27, leaking over trucks. Repaired damage best of my ability.—T. E. Hamman, Hamman Bros.

M. St. P. & Ste. M. 15678 passed thru Struble, Ia., July 25, going north, leaking over north end draw bar.—C. M. Ogden, mgr. Farmers Elvtr. Co.

T. & P. 51351 leaked so much between Milmine and Bement, Ill., that train crew had to stop enroute and repair car. Broken door post and damaged side.—Hamman Bros., Milmine, Ill.

C. B. & Q. 97858 passed thru Bushnell, Ill., July 22, leaking corn at end.—Geo. W. Cole.

Wabash 61477 passed thru Tolono, Ill., July 20, leaking corn at center of door; no chance to repair it.—Horton Bros. Co.

C. H. & D. 4227 passed thru Russellville, Ind., July 18, eastbound, leaking white corn at end of car. Train did not stop.—Wilson & Boyd.

HARRY WICKHAM WANTED for B/L Forgery.

After forging several Bs/L, aggregating \$8,000 and owing country elevator men in his territory sums ranging from \$50 to \$250, Harry Wickham of the Wickham Grain Co., Salina, Kan., disappeared July 12 and has not been heard from since.

Wickham's operations were discovered when the Traders State Bank of Salina notified Mr. Wickham to prepare to close up the year's business preparatory to the beginning of a new year. In making the clearing, five Bs/L were given the bank for cars of grain, alleged to have been sold by the Wickham Grain Co., to the Globe Mfg. Co. at Los Angeles. Later the draft came back with the statement that no grain had been purchased of Wickham. Meanwhile Wickham had departed to Kansas City, Mo., where he cashed a certified check for \$1,000 and then disappeared.

Other bogus Bs/L were deposited by Wickham in the Traders' State bank during the year to cover up losses in his grain business. The Missouri Pacific, Union Pacific and Santa Fe Railroads are also holders of forged Bs/L. Pinkerton and railroad detectives have been put on the trail of Wickham, but so far have obtained no clew.

Wickham was born up in Salina and formerly engaged in the grain business with his father. He was also a lawyer. A wife and child are visiting in California.

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"There is an Honor in business that is the fine gold of it; that reckons with every man justly; that loves light; that regards kindness and fairness more highly than goods or prices or profits. It becomes a man more than his furnishings or his house. It speaks for him in the heart of everyone. His friendships are serene and secure. His strength is like a young tree by a river."

Letters From Dealers

[Here is the grain dealer's forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

ARGENTINE IN NEED OF ELEVATORS.

Grain Dealers Journal: As our crops increase, the elevator question presses forward with ever increasing force for solution. Altogether, we have bulk storage capacity for only about 162,000 tons, and most of it is in large elevators at Buenos Aires, Rosario and Bahia Blanca. Our crop this year will amount to over 8,000,000 tons, and we hope to export at least 6,000,000 tons of wheat, maize, oats and linseed. Very kindly, Ernesto Stricker, Buenos Aires.

CHARGES AMOUNTED TO FAIR PROFIT.

Grain Dealers Journal: In reply to M. B. D. in Journal for July 25th would say

SOUTH AFRICA HANDLES ALL GRAIN IN BAGS.

Grain Dealers Journal: Grain in South Africa is handled almost without exception in bags. The elevator system of the U. S. and Canada does not obtain to any extent here. I have no doubt that the system will be introduced later on, and I hope this will take place soon, but at the present time attention is directed to other urgent matters, to the exclusion of the serious consideration of the adoption of the grain elevator system. Yours faithfully, T. R. Price, Cape Town, South Africa.

PLAN TO DISCOURAGE FORGING B. OF L.

Grain Dealers Journal: Since the Wickham affair came up, I have been thinking over some method for the protection of the shippers and the receivers of grain, with respect to the identity of original bills of lading. I believe it would be a good idea if the Grain Dealers, and all users of "Shipper's Order" bills of lading, could get together and form some plan to prevent their being imposed upon by forgers.

I believe that a Guarantee Company could be organized, and that such company could earn good money by assessing each Member three to five dollars per year. In other words, handle it in the manner of insurance. Also, in order to show the authority of such a guarantee, a rubber stamp could be used, similar to that now furnished by the Railroad Weighing Assn, giving number of guarantee to be stamped on the back or the face of the bills of lading, so that the identity of the bills of lading would be guaranteed by an authorized company; thus relieving the shippers, receivers and the Banks of all responsibility.

The Banks, as well as the Receivers,

An Insurance company of this nature could well afford to maintain a Law Department, as well as a Detective Bureau, and before a rascal would attempt to do what Wickham, and others have done, I believe they would think over the consequences. Besides with such safe guards as I have mentioned, it would be pretty hard for them to commit this kind of a forgery.

What do you think about it, anyway?
—Yours truly, Salina Produce Company, I. A. Pribble, Mgr., Salina, Kan.

DEvised AN ACCOUNTING SYSTEM OF HIS OWN.

Grain Dealers Journal: I enclose facsimile pages from my journal that I designed and had made up. The entries are such as might be made by one starting in the grain business, and one day's work. I find it difficult to write a good explanation of the book as it nearly makes a short course in bookkeeping.

This system is working good for me and I like it, but it can no doubt be improved on. Its publication in the Journal might start a campaign for better bookkeeping, others might give their ideas, and we would be able to work out a good system for the grain business, which we need so much.

John Smith paid for Elevator and equipment, \$4,500.00; deposited in State Bank, \$3,000.00; bot car coal for cash, 60,000 lbs., \$250.00; bot car mill feed for cash, 30,000 lbs., \$450.00; Ed Jones, By wheat 50-00 bu. @ 90c., 60-00 bu. @ 85c.; Jno. Dugan, By wheat, 40-00 bu. @ 92c., 50-00 bu. @ 90c.; Ed Jones, to check, \$50.00; J. Brown, to coal, 2,000 lbs., \$6.00; By cash, \$6.00; paid stranger for unloading coal, cash, \$3.00.

On the Grainsmen's Combined journal we charge our Real Estate with \$4,500.00 and credit personal with same. Charge

GRAINMEN'S

No.	Date	NAME	Ledger Page	Bushels or Pounds	Total	Price	Amount	Total Amount	Gen. Ledger		Cash		Expense	
									Dr.	Cr.	Rec'd	Dis'b	Dr.	Cr.
1	June 25 1912	John Smith	✓											
2		State Bank	✓											
3		Union Coal Co	✓	60000*										
4		Kan. Mills Co.	✓	30000*										
5		Ed Jones	✓	50-	90-	45-								
6		"	1	60-	111-	85	51-	96.00		96.00				
7		Jno. Dugan	✓	40-		92	3.680							
8		"	2	50-	90-	90	4.500	81.80		81.80				
9		Ed. Jones	1						5.000					
10		Jake Brown	✓	2000*							6.00			
11		Unloading Coal	✓									3.00	3.00	
12												3.00		
13													3.00	
14														

Column Headings and Rulings of Left Hand Page of E. W. Olson's Accounting System.

that if he will get me duplicate account of sales of cars shipped to Kansas City in the past eight or nine months, I can then show what I was charged for interest, weighing, inspection and moisture test, which on some cars was a fair profit. I have sent the original account of sales to the Missouri Pacific, to make claim for the shortage, which ran from 10 to 104 bus. per car. Very respectfully, W. B. Essick, Manley, Neb.

would never question the validity of such a bill of lading. Besides, I believe the Railroad companies would not hesitate, in a case of this kind, to continue their present method; but on the other hand, if a few more cases like the Wickham deal comes up, I am afraid the Railroad companies will take some steps to protect themselves and destroy the privilege we now have in using such paper as collateral in handling grain.

Bank with \$3,000.00, and credit personal. Charge coal \$250.00, credit Bank \$250.00. Charge feed \$450.00, and credit Bank \$450.00.

We bot some wheat, put the customer's name on the journal, carry the bushels and pounds to the proper column, put the price for the load in the price column and carry the amount to the next column, do this with all the loads purchased of the customer, checking the loads off the

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scale book to show they have been transferred.

Transfer all the wheat from the scale book, getting each customer's loads together on the journal. Now add the total bushels each sold you and carry this to the total column, then add the amounts for each customer and carry them to the total amount column, and then transfer these amounts to the credit side of the ledger column. Now it is an easy matter to get the grand total of the totals for each customer in bushels and cost. Charge the wheat acct. with the cost and carry the bushels to the stock acct.

Ed Jones gets a check for \$50.00 on acct., and carry this to the Dr. side of the ledger column and cr. Bank.

Jake Brown pays cash for 2,000 lbs. coal, cr. coal, \$6.00, and charge cash; this was the only coal sale, so there will be no total to add. Carry this 2,000 lbs. to stock acct. on line sold under coal. Pay \$3.00 cash for unloading coal, charge expense \$3.00 and cr. cash.

All the amounts carried to the ledger column must be transferred to the ledger to the proper man's acct. The difference between the total of the dr. and cr. side of the ledger column on the journal will show exactly how your ledger stands and your ledger must balance with this.

This is all the business for this day, and if we have made all entries properly we are now ready to balance the accts. and transfer them to the next page. If the business for some day is small, at a slack period say, several days may be put on one page, then the totals for several days bot and sold items are added together and carried to the stock acct. when the transfer to the next page is made. We have now balanced all the accts. and are ready to take a trial balance to see that our work is correct, and find the following balances:

Soon we will be shipping a car of wheat and I will explain how we will handle this. I will load 1,000 bu. and consign it to Goffe & Carkener, drawing a draft for \$900.00. Now we credit our wheat acct \$900.00 and charge our cash \$900.00. In two weeks we get returns on this car with check to balance for \$50.00. We credit wheat with this and charge cash. Should we have overdrawn \$50.00 we would have drawn check for this, credited Bank and charged wheat.

It may seem that this is a lot of extra work in keeping the books. If you keep double entry it will cut down the work. Your accts are mostly on the journal and don't have to be transferred, only your personal accts have to be transferred to the ledger. It will soon be easy for you; just take a little time and you will soon enjoy it. It will create a system to your business and you will always be able to tell how your business stands and know what progress you are making.

I don't pretend to be a professional bookkeeper; this is just a system of my own that I have worked out. For seven years I have tried to find some one who had a good system for the country grainman, but never found anyone who had just what I thought it ought to be. I always contended that a good system for this business, as nearly all other lines of business has, could be worked out. This may be poor to what some dealers have, but I am simply making a start, those who have better, bring them out, and those who have suggestions to offer present them thru the Journal. If all who are interested and competent will help in this, there is no reason why we can't get out something good that every one will want to use. Then some publishing house can make a stock book out of it, and grain men can purchase them more reasonable than having them made to order every time.—E. W. Olson, Hazelton, Kan.

Oats Movement for the Crop Year.

Receipts and shipments of oats at the leading markets during the crop year prior to Aug. 1, 1912, compared with the

movement during the corresponding 12 months prior to Aug. 1, 1911, as officially reported by the secretaries of the Grain Exchanges have been as follows:

	Receipts.	Shipments.		
	1911-12.	1910-11.	1911-12.	1910-11.
Chicago	87,625,000	108,002,000	70,107,000	89,616,000
St. Louis	17,178,745	23,898,130	11,274,825	14,733,331
Milwaukee	10,862,500	14,842,704	8,194,188	14,873,191
Minneapolis	10,555,930	18,419,860	10,057,480	13,860,210
Duluth	9,634,467	2,456,416	10,085,805	2,809,489
Pittsburgh	7,593,900	7,607,500	6,074,800	6,085,400
Philadelphia	7,416,563	7,015,753	384,713	.....
Kansas City	6,018,000	6,278,100	5,070,900	4,066,400
Cincinnati	5,650,101	7,523,393	3,208,234	5,034,889
Boston	4,534,078	.....	287,661	.....
Louisville	4,085,780	4,389,085	2,402,196	2,564,237
Toledo	4,004,500	5,614,500	3,161,100	4,730,500
Detroit	3,134,706	3,185,483	361,554	238,726
Richmond	2,885,259	2,441,612	.....	.....
Galveston	76,000	.....	32,000	.....
San Francisco	35,141	34,648	.....	.....
Wichita	316	181	240	145

COMBINED JOURNAL

Wheat		Corn		Feed		Coal		Real Estate		Personal		Bank		No.
Bought	Sold	Bought	Sold	Bought	Sold	Bought	Sold	Dr.	Cr.	Dr.	Cr.	Dep.	Checks	
								450000		450000				1
								300000	300000	300000	300000			2
								250000						3
								450000						4
								50000						5
								600						6
								750000	750000	750000	750000			7
								225000						8
								300000	300000	300000	300000			9
								300000	300000	300000	300000			10
								225000						11

Column Headings and Rulings of Right Hand Page of E. W. Olson's Accounting System.

	Dr.	Cr.	
General Ledger.....	\$ 127.80		
Cash	\$ 3.00		
Expense	3.00		
Wheat	177.80		
Feed	450.00		
Coal	244.00		
Real Estate	4,500.00		
Personal	7,500.00		
Bank	2,250.00		
Total	\$7,627.80	\$7,627.80	

Our debits equal our credits, so we know our books are right and we have made no mistakes.

STOCK ACCOUNT						54	
	Wheat	Corn	Oats	Barley	Feed	Cost	55
On hand							56
Bought	201				30000	60000	57
Total							58
Sold						2000	59
Balance	201				30000	58000	60

The Bottom Right Hand Corner of Right Hand Page of E. W. Olson's Book.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as the movement to country markets, are always welcome.

COLORADO.

Fleming, Colo., Aug. 5.—Crops good; prospects for good yield; big acreage.—Alber Worthley, mgr. O. L. Mitten Grain Co.

Towner, Colo., Aug. 1.—Best crops ever raised here; wheat good quality; yield good; corn will average 30 bus.—K. S. Jepson & Co.

Wray, Colo., Aug. 8.—Splendid crop of wheat, oats and barley; fine prospects for corn; plenty of rain and everything doing fine.—E. W. Lambert, mgr. Shannon Grain Co.

ILLINOIS.

Summitville, Ill., Aug. 3.—We will consume the most of our grain at home.—Brown Bros.

Sheldon, Ill., Aug. 6.—Corn looks good; crop is late; acreage is 10% larger than last year; practically all the corn is in.—E. T. Forward, agt. F. M. Slagle & Co.

Mattoon, Ill., Aug. 6.—Oats and wheat threshing progressing nicely; oats making 40 to 60 bus.; stained by excessive rains; heavy weight. Wheat making 10 to 25 bus.—W. D. Jones.

Mason City, Ill., July 30.—We have a large crop of good oats, but farmers are refusing to sell. Corn is very uneven and much late corn will make nothing but fodder.—J. A. McCreary.

Osman, Ill., Aug. 5.—Wheat nearly all threshed; yield 13; quality fair. Oats threshing in full swing; oats damp; 65 to 70 bus. yield; quality fair. Corn improving fast; fine crop if frost is late.—W. P. Cody, Howard Grain Co.

Waggoner, Ill., Aug. 3.—Corn looks fine; late. Very small acreage of oats; yield 20 to 40 bus. Have bot to date 25,000 bus. new wheat; mostly No. 2, soft; yield 15 to 32 bus.—Jno. W. Gerlach, agt. C. B. Minadan & Co.

Bloomington, Ill., Aug. 3.—Oats a bumper crop; yield from 60 to 70 bus.; very good quality; will grade standard when dried out. Corn not looking good; very uneven and small; poor weather, nights too cool; with best of fall will have small crop.—Hawthorne Grain Co.

INDIANA.

Indianapolis, Ind., July 31.—Good prospects for corn and oats; poor for wheat.—J. I. Pavey.

Greentown, Ind., Aug. 4.—No wheat but a bumper crop of oats; making from 60 to 90 bus.—Jno. Holliday & Son.

Indianapolis, Ind., Aug. 8.—Wheat will not exceed 8 bus. to acre. First wheat coming into elvtrs. is only fair. Continued rain spoiled considerable wheat in shock.—F.

Logansport, Ind., Aug. 1.—Oat threshing just commenced; some very heavy yields; 50 to 60 bus. average; some fields as high as 70 to 75 bus. No wheat to ship this year.—R. J. Sullivan, with Geo. H. Sidwell Co.

Hatfield, Ind., Aug. 5.—Wheat mostly threshed; not over $\frac{1}{2}$ crop; nearest failure we ever had; yield 2 to 12 bus.; quality so low the mills can not use it; seed wheat will have to be shipped in. Corn prospects fair; hay good.—Crowder & Crowder.

IOWA.

Sibley, Ia., Aug. 7.—Crops all good; corn good condition; acreage fully as large as last year.—J. C. Broughton, mgr. Farmers Co-op. Elvtr. Co.

Kelly, Ia., Aug. 6.—Corn never looked better, a little late; oats making 54 to 76 bus.; wheat 28 to 43 bus.—J. M. Johnston, mgr. L. E. Squires Grain Co.

Conrad, Ia., Aug. 6.—Oats yielding 40 to 80 bus.; quality good. Winter wheat good quality; yield 20 to 30 bus. Corn promising but two weeks late.—Giro & Belz.

Sibley, Ia., Aug. 7.—Corn in good condition; acreage fully as large as last year. Small grains are all good this year.—J. C. Dahms, pres. The Sibley Mill Co.

Sheldon, Ia., Aug. 6.—Oats will be of good quality; yield will be above average. Not very much moving at present, farmers holding for higher prices.—F. H. Sloan, mgr. Farmers Co-op. Co.

Casey, Ia., Aug. 4.—Wheat making 35 to 50 bus.; something new for us; oats 40 to 60 bus.; barley 36 to 50 bus.; corn looking fine; will be a hummer if frost does not come till the last of September.—R. W. Griffith.

Sibley, Ia., Aug. 7.—Oats yielding from 40 to 70 bus.; good weight but somewhat colored. Barley very much stained; good weight; yield from 25 to 55 bus. Very little wheat raised here.—L. B. Spracher of L. B. Spracher & Co.

Hosper, Ia., Aug. 6.—Farmers have just commenced threshing barley and oats. Barley fine; yield from 35 to 50 bus.; testing 43 to 48 lbs. Oats yielding on an average of 50 bus.; test from 32 to 35 lbs.—J. S. De Vries, mgr. The Farmers Co-op. Co.

Sheldon, Ia., Aug. 6.—Barley good; but stained and peggy; yielding from 30 to 49 bus. Only one car of new barley shipped out of this station; farmers just commenced threshing; expect a heavy movement Sept. 1.—L. L. Bassett, sec'y-treas. Sheldon Trading Co.

KANSAS.

Manhattan, Kan., July 24.—Wheat yielding about 16 bus. per acre, testing from 58 to 62 lbs.; not heavy movement of wheat as yet, holding for higher prices.—F. W. Reid, sec'y-treas. Manhattan Mfg. Co.

Manhattan, Kan., Aug. 5.—Wheat 18 to 20 bus.; oats 30 to 60 bus.; early corn damaged 15 to 25% by dry weather; late corn in good condition; needs good soaking rain; 3d crop alfalfa light; old corn pretty well cleaned up.—Geo. T. Fielding & Sons.

Dodge City, Kan., July 22.—Six farmers who have 7,000 acres of wheat this year met on the street this morning and when it was learned that wheat was down to 77c, one of them suggested that they at once organize and if the price did not hold at 85c or better to put in only $\frac{1}{4}$ acreage this year. Five of the farmers mentioned are members of the Farmers Union and they at once started calls for a meeting of every union in the county to take action. Ford county will control the world's supply of wheat.—W. P. Klieston, mgr. Farmers Elvtr. Co.

KENTUCKY.

Versailles, Ky., Aug. 1.—Wheat coming in slow; crop short.—J. Andrews Cain.

MICHIGAN.

Shaftsbury, Mich., Aug. 6.—Will not be much grain shipped; bad season.—W. O. Calkins.

Lansing, Mich., Aug. 1.—Considerable wheat has sprouted in shock, on account of excessive rains; yield smallest in 36 years; estimated yield for state 11 bus.; total number of bus. marketed in July 71,419. No wheat was marketed at 108 elvtrs. in July. Rye yield 13 bus.; condition of corn 70%; oats yield 31 bus.—Frederick C. Martindale, sec'y of State.

MINNESOTA.

Rutland, Minn., Aug. 8.—Will have bumper crop; grain all cut; threshing will commence soon.—Anton Carlson.

Carlton, Minn., July 20.—Good prospects for crops; all indications excellent.—James McFarland, gen. mgr. Carlton Mill & Elvtr. Co.

Minneapolis, Minn., July 31.—Many reports of flax wilt in North Dakota, par-

ticularly affecting flax on old land. Reports are very serious nature; damage done does not exceed 5%. Barley and oats harvest in Southern Minnesota and South Dakota will be completed this week; wheat harvest full swing.—The Van Dusen Harrington Co.

Worthington, Minn., Aug. 7.—Wheat acreage fully as large as last year; yield 16 bus. Barley acreage 80% of last year; yield about 30 bus. Oats acreage 115%; average yield 57 bus. Flax acreage 80%; yield 12 bus. Corn acreage 120%; condition 80%. Threshing just started; expect a heavy movement soon.—M. D. Kelly, agt. Skewitz Grain Co.

Worthington, Minn., Aug. 7.—Yield of all grains will be good. Barley colored some; considerable will go in the feed grade. Oats good quality, fair color. Early flax not better than average; late flax shows up very well. Wheat excellent; plump and free from foreign seed. Corn late, but growing fast and looks as if it will make an average crop. Threshing has commenced, grain that has been threshed tough; think there will be considerable stacking done here.—T. C. Ayer, mgr. Farmers Co-op. Co.

MISSOURI.

Amoret, Mo., Aug. 7.—Lots of wheat; good quality. Corn needing rain.—F. A. Oline.

Fair Play, Mo., Aug. 7.—Wheat very light; only $\frac{1}{2}$ of a crop; oats fair, acreage light; corn needing rain badly.—W. W. Jariegor.

Amsterdam, Mo., Aug. 3.—Considerable threshing done; wheat grading No. 3 and 4; yield 10 to 12 bus. Small acreage of oats; yield and quality above average. Small acreage of flax sown; no threshing yet. Corn prospects at present best for several years. Have had a splendid hay crop.—Blaker Lbr. & Grain Co.

Columbia, Mo., Aug. 3.—Highest temperature for the month was 96 and the lowest 60; rainfall 1.88 in. Corn presents dark green appearance; condition 84.6 compared with 61.2 a year ago; acreage large, about 7,735,000 acres. Wheat yield 12.7 bus.; acreage placed at 1,640,700 acres; 25% having been plowed up. Oats estimated yield 30 bus.; acreage 900,000 acres—T. C. Wilson, sec'y Board of Agri.

NEBRASKA.

Creighton, Neb., July 25.—Crops looking fine; farmers cutting oats.—Louis E. Mann.

Aurora, Neb., Aug. 7.—Corn needs rain; some fields badly damaged; will not make over $\frac{1}{2}$ crop.—G. A. Peters.

Endicott, Neb., Aug. 3.—Wheat and oats yield and quality good; corn drying up; very hot and dry.—Fairchild Bros.

Wahoo, Neb., July 31.—Wheat very poor; good quality, but considerable weeds; not much moving at present.—John Dolezal.

Cowles, Neb., July 29.—Wheat making 15 to 30 bus.; good quality. Corn looking fine and with plenty of rain will be bumper crop.—S. P. Stark, agt. C. Koehler & Co.

Beatrice, Neb., July 31.—Corn damaged by drought; will get a fairly good crop if we have rain soon; acreage the same as last year.—R. S. Arthur, agt. Derby Grain Co.



A Giant on Our Hands.

From the Minneapolis Journal.

Fairbury, Neb., July 29.—Wheat good; average yield 22 bus.; good quality; testing 62 lbs. Corn late and suffering for rain; early corn damaged; must rain within a week to insure fair crop.—O. Vanier.

Beatrice, Neb., July 31.—Wheat yielding from 18 to 30 bus.; excellent quality; testing 61 to 64 lbs.; not a great deal of wheat moving at present on account of low prices.—R. Pease, mgr. Pease Grain & Seed Co.

Wahoo, Neb., July 31.—Wheat average from 3 to 10 bus.; fair quality, but full of weeds. Oats fair; yield 20 bus.; light in quality. Corn looking good, but needs rain soon to insure good crop; about the same acreage as usual.—Jas. Kearney.

NORTH DAKOTA.

Sheyenne, N. D., July 29.—We expect biggest crop in many years.—P. A. Petersen, Equity Elvtr. & Trading Co.

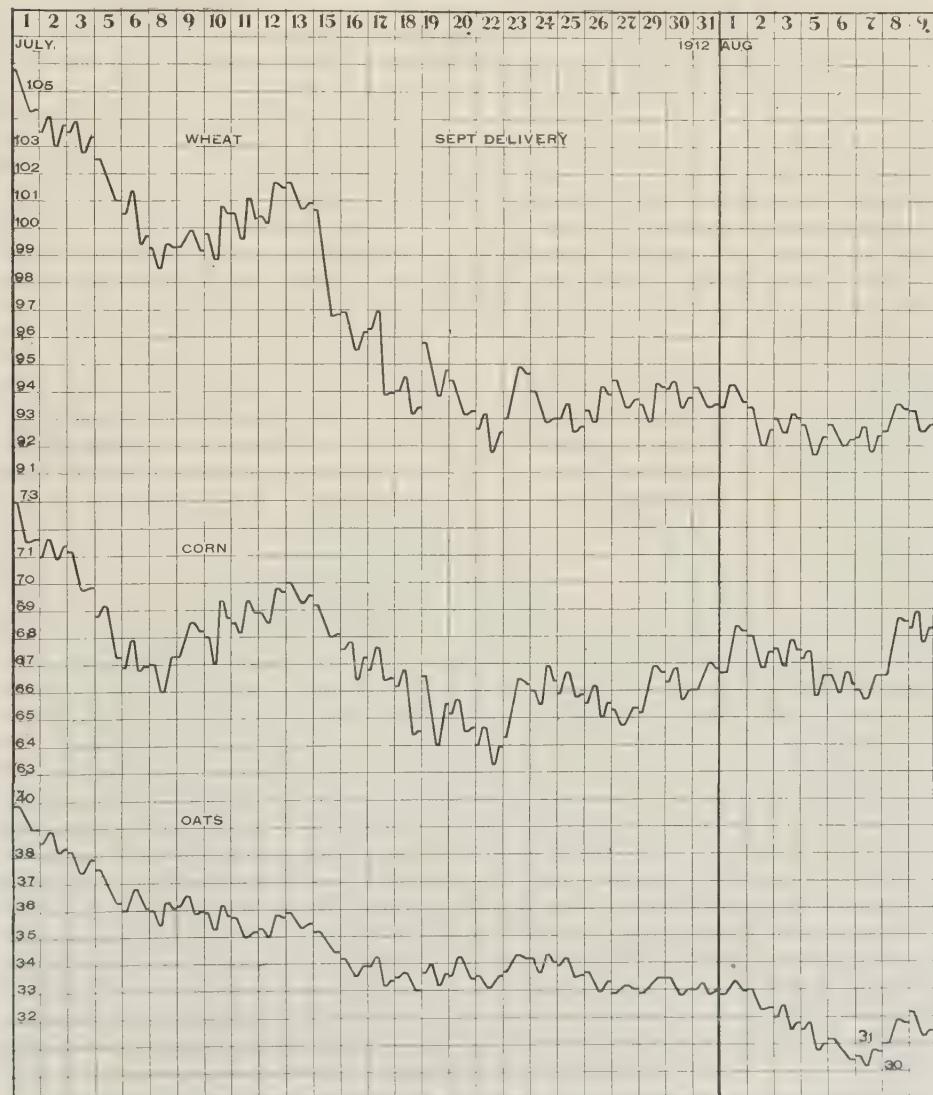
Strasburg, N. D., Aug. 6.—Wheat good; 20 bus. average; harvest nearly finished.—J. P. Green, agt. Victoria Elvtr. Co.

York, N. D., Aug. 6.—Prospects good; never been so good since 1891; wheat cutting will be general in 10 days; some oats and barley cut.—O. H. Greensgard, mgr. St. Anthony & Dakota Elvtr. Co.

Dickey, N. D., Aug. 3.—Grain of all kinds looking fine; big yield; good quality is expected; weather favorable. Rye ripened ahead of other grains; good quality; yielding 15 to 25 bus.—F. M. Schmoyer, mgr. Farmers Elvtr. Co.

Chicago Futures

The opening, high, low and closing quotations on wheat, corn and oats for the month of July and part of August are given on the chart herewith.



Selby, N. D., Aug. 6.—Crops very light.—J. P. Green.

Towner, N. D., July 27.—Crops very promising.—F. R. Lynch.

OHIO.

New Madison, O., Aug. 2.—Oats beginning to move; yield from 45 to 80 bus.; a little off color but extra heavy; corn prospects spotted, some extra good, some very poor.—D. L. Mote.

Marysville, O., Aug. 6.—Oats bountiful in Ohio. Wheat not considered bad, altho yield is not large. Corn looks well and if season is long enough, should be a big crop.—O. M. Scott & Son.

Piqua, O., Aug. 1.—We are going to have an exceptionally large crop of oats. Around Springfield the rain affected the oats. Yields in Miami County will average 50 bus. Corn has made wonderful growth last 4 weeks. Will have to ship in wheat. Oats have been moving the last 5 or 6 days.—Harry W. Kress.

OKLAHOMA.

Sentinel, Okla., Aug. 3.—Corn, cotton, maize and kafir looking fine; will have bumper crop; wheat half marketed, not very good quality.—M. J. Long.

Claremore, Okla., Aug. 5.—Moderate rains have saved the corn and assure us a fair crop which we had despaired of; considerable damage by hot winds.—Pittman & Harrison Co.

SOUTH DAKOTA.

Baltic, S. D., July 31.—Crops quite good; occasionally a field infested with black rust, but on the whole quality and yield good. Oats good yield and quality. Barley good weight, but considerably discolored. Corn backward, but coming fast. Rye and flax small acreage but good yield and quality.—E. J. Oyan, mgr. Farmers Elvtr. Co.

Sisseton, S. D., Aug. 6.—Harvest half done; grain filled in good shape; look for record breaking crop.—H. J. Fagerland, buyer Farmers Co-op. Elvtr. Co.

Highmore, S. D., Aug. 1.—Very small chance for a crop.—A. Durisch.

PENNSYLVANIA.

Pittsburg, Pa., Aug. 8.—All reports from Western Penn. indicate buckwheat crop is unusually large; weather conditions have been ideal; growth is enormous.—L.

TENNESSEE.

Nashville, Tenn., July 30.—Very little new wheat arriving; rained daily for 31 days with the exception of four, badly sprouting the wheat and making it impossible to thresh; oats badly damaged by rain; corn in need of cultivation; three weeks late; moderate yield if we have late frost.—Caswell E. Rose.

WISCONSIN.

Elmwood, Wis., July 31.—Crop conditions not very good; barley a fair berry but very thin on ground; corn very backward. Wm. Herbst, mgr. Elmwood Lbr. & Grain Co.

GOVERNMENT CROP REPORT.

Washington, Aug. 9.—The crop reporting board of the U. S. Dept. of Agriculture estimates the acreage and condition of crops on Aug. 1 to have been as follows:

Winter Wheat.

	1912, Preliminary	1911		
	Yield per acre, bus.	Production, bus.	Yield per acre, bus.	Production, bus.
States.				
Kan.	16.0	85,776,000	10.8	51,030
Neb.	18.0	51,408,000	13.8	33,874
Mo.	12.4	23,932,000	15.7	36,110
Okl.	13.3	20,243,000	8.0	8,976
Penn.	18.0	22,320,000	13.5	17,402
Ind.	8.0	9,648,000	14.7	34,354
Ohio	8.0	9,536,000	16.0	35,240
Ill.	8.3	9,819,000	16.0	42,000
Wash.	27.6	27,269,000	27.3	25,116
Va.	11.6	8,596,000	12.0	9,000
Mich.	10.4	7,332,000	18.0	18,450
Texas	15.0	10,560,000	9.4	6,580
Ky.	10.0	6,860,000	12.7	9,906
Tenn.	10.5	7,004,000	11.5	8,280
Ore.	26.8	16,884,000	22.2	13,000
N. C.	8.9	5,322,000	10.6	6,636
Md.	15.0	8,970,000	15.5	9,378
Cal.	17.5	6,738,000	18.0	8,640
Idaho	28.4	9,656,000	31.5	10,930
N. Y.	16.0	5,360,000	19.5	6,728
U. S.	15.1	389,042,000	14.8	430,656

Spring Wheat.

	Estimated	Final
State.	Aug. 1, 1912.	1911.
Minn.	62,600,000	43,935,000
N. D.	104,903,000	73,200,000
S. D.	42,200,000	14,800,000

Totals, bu. 211,700,000 131,935,000 149,220,000
U. S. 290,000,000 190,682,000 200,979,000

	of U. S.	Condition			
	acreage	Aug.	July	Aug.	10 yr.
	in	1,	1,	1,	av.
States.	state.	1912.	1912.	1911.	
N. D.	42.4	94	92	60	76
Minn.	22.0	89	89	61	82
S. D.	19.3	85	83	31	81
Wash.	6.8	87	90	86	81

	U. S.	Corn.
State.	Aug. 1, 1912.	1911.
Ohio	151,000,000	150,540,000
Ind.	174,000,000	174,600,000
Ill.	353,000,000	334,950,000
Iowa	538,000,000	305,350,000
Neb.	191,000,000	155,925,000
Kan.	171,000,000	125,150,000
Mo.	225,000,000	192,400,000

Tot. bu. 1,623,000,000 1,439,915,000 1,686,831,000
U. S. 2,811,000,000 2,531,488,000 2,886,260,000

	Condition
Aug. 1,	July 1,
States.	1912.
Ill.	79.0
Iowa	89.0
Kan.	73.0
Mo.	81.0
Neb.	79.0
Texas	75.0
Okl.	65.0
Ind.	80.0
Ohio	81.0
Ga.	75.0
Ky.	83.0
Tenn.	81.0
Ala.	81.0
Miss.	79.0
N. C.	86.0
Ark.	80.0
S. D.	83.0
Minn.	83.0
Va.	85.0
S. C.	79.0
L. A.	81.0
Wis.	81.0
Mich.	73.0
Penn.	80.0
U. S.	80.0
	Aug. 1,
	1912.
	1911.
	Aug. av.

	Oats.		Estimated	Final
States.	Aug. 1, 1912.	1911.	1910.	
Iowa ...	169,800,000	126,225,000	192,780,000	
Ill.	154,500,000	121,536,000	164,350,000	
Ohio ...	75,500,000	54,570,000	65,844,000	
Ind.	69,400,000	47,068,000	59,472,000	
Kan.	53,300,000	30,000,000	55,778,000	
Neb.	56,900,000	34,750,000	70,896,000	
Minn.	92,300,000	67,214,000	85,440,000	
N. D.	65,200,000	51,230,000	15,155,000	
S. D.	44,200,000	11,396,000	35,650,000	
N. Y.	35,500,000	38,645,000	45,540,000	
Penn.	32,500,000	31,724,000	40,269,000	
Wis.	72,900,000	67,050,000	71,336,000	
Tot. bu.	922,000,000	681,408,000	902,510,000	
U. S.	1,207,000,000	922,298,000	1,186,341,000	
Condition				
States.	Aug. 1.	July 1.	Aug. 1.	10-yr.
Iowa ...	96.0	94.0	68.0	83.0
Ill.	94.0	90.0	68.0	78.0
Minn.	92.0	91.0	63.0	84.0
N. D.	94.0	91.0	58.0	77.0
Neb.	78.0	83.0	39.0	78.0
Wis.	88.0	88.0	80.0	86.0
Ohio ...	96.0	92.0	78.0	85.0
Ind.	97.0	95.0	77.0	81.0
Kan.	86.0	83.0	35.0	67.0
S. D.	87.0	85.0	24.0	84.0
Mich.	87.0	83.0	81.0	85.0
N. Y.	77.0	81.0	85.0	91.0
Penn.	87.0	88.0	84.0	90.0
Mo.	92.0	87.0	38.0	75.0
U. S.	90.3	89.2	65.7	81.4

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

HOW CAN SHIPPER OBTAIN DAMAGES?

Grain Dealers Journal: The Wabash R. R. Co.'s cars have a minimum loading capacity of 60,000 and 80,000 lbs. However, as its cars are in such bad condition, they will not hold this amount without leaking badly. Recently 13 cars were set out at my elevator before I got one that would hold grain, and even that one leaked 8:60 bus.

While I was trying to obtain a car which would hold my grain, the market went down about 6c a bu. Is there any way to collect damages for any portion of my loss?—Bert Youngs, Willis, Mich.

Ans.: The Commission has no authority which enables it to deal effectively with delays in furnishing equipment, except in cases where it is shown or alleged that carriers unjustly discriminate as between persons or localities in the matter of transportation facilities.

Where shippers sustain damage by reason of the failure of carriers to furnish suitable equipment, the remedy, if any exists, is in the courts.

In *Balfour, Guthrie & Co. v. Oregon-Washington R. R. & Navigation Co.*, Opinion No. 1655, the Commission stated with respect to the character of equipment that:

"No one can deny that it is the primary duty of a railroad to furnish equipment that is usable. A shipper is not to be put to the alternative of either not shipping at all or of recovering from the railroad for loss of the commodity in transit. It is not a compliance with the requirements of the law that a car shall be put at the shipper's disposal; the car provided must be one that will convey the commodity safely to its destination under ordinary circumstances."

"In the event that the car furnished is unfit the shipper should reject it and call for another."

If Mr. Youngs is still unable to secure proper facilities, the matter will be taken up with the interested carrier upon receipt of a statement setting forth fully all the facts.—John H. Marble, sec'y Interstate Commerce Commission, Washington, D. C.

IS THIS SHIPPER ENTITLED TO PREMIUM ON "OR BETTER" GRAIN?

Grain Dealers Journal: Some time ago I sold over the telephone 9,000 bus. of 3 yellow corn, 2,000 bus. of 3 white corn, and specified, both in my conversation over phone and in written confirmation immediately thereafter, that any grain grading different from the specified grades should be accepted by the buyer at the market difference date of inspection.

Of my shipments 4,772 bus. graded No. 2, 1,122 bus. graded No. 4 and was discounted 3½c. 2,431 bus. or 2 cars were graded sample, one being discounted 10c, the other 13c. The balance of the corn graded No. 3. I accepted the discounts as gracefully as possible, and was amazed to find, when final statement of account was rendered me, that no premium was to be allowed me on the 4,772 bus. of No. 2 corn.

I do not care what is the method or practice of gouging shippers in any market. My written confirmation specified that any grain grading different from the contract grade should be accepted at the market difference day of arrival. If anyone can present a legitimate argument or excuse for buyer refusing to grant me a premium on the 2 corn, I would like very much to hear what it is. I maintain that my proposition was a fair one. It was equitable. Hoping soon to see the views of others on this question, I am.—F. W.

Grain Dealers Journal: If F. W.'s contract specifically stated "that any grain grading different than the specified grade should be accepted by the buyer at the market difference on the day of inspection" and his contract did not state "No. 3 or better corn," then the buyer undoubtedly should give him a premium for grain grading better than No. 3. But if the contract stated "that any grain grading lower than the specified grade of corn" he would not be entitled to a premium for anything that graded better than the No. 3.

This is a question that we have had up several times at the Conventions. At the Convention in Bloomington last year, the writer presented a resolution to the effect that a premium should be paid on all grain grading better than contract grain. We believe that the shipper is entitled to a premium if the grain grades better than contract, just as much as the buyer is entitled to a discount when it grades under contract grade.

However, most markets now are bidding for a specified grade, from No. 2 down, and it lays in the judgment of the shipper what grade he sells.—Very respectfully, Geo. W. Cole, Bushnell, Ill.

The Oxley Seed Co. has decided to engage in the seed business at Gibson City, Ill.

That the United States would be unable to raise enough grain to supply its own people within fifty years, unless the present yield per acre is increased thru soil fertilization, was the prediction made by Howard H. Gross, pres. of the National Soil Fertility League, at the first annual meeting of the organization at Chicago Aug. 8. Agricultural extension work by the agricultural colleges was urged by the speaker. Actual instruction of the farmer by trained demonstrators is needed, he declared. Prof. Hopkins of the University of Illinois lauded the work of the league and said the yield in Illinois could be doubled. Officers of the organization were all re-elected. An advisory com'ite selected includes: President Taft, W. J. Bryan, J. J. Hill, Franklin MacVeagh, Champ Clark and Samuel Gompers. Officers and directors are: H. H. Gross, president; D. R. Forgan, treasurer; F. G. Logan, F. A. Delano, E. S. Conway, Clarence S. Funk and John S. Goodwin.

CHANGES IN NEW DEMURRAGE Rules.

The new code of demurrage rules will go into effect Sept. 1, giving grain shippers more favorable conditions except as to the average agreement. The important changes from the old rules have been briefly stated as follows by W. M. Hopkins, manager of the Transportation Department of the Chicago Board of Trade:

FREE TIME ALLOWED, Rule 2, has been amended allowing 24 hours additional time for disposition of grain when such grain has been inspected after 12 o'clock noon. Under this new rule a full 24 hours for reconsigning grain is allowed beginning at 7 a. m. of the day after the grain is inspected, if such grain be inspected before 12 noon. If inspected after 12 o'clock 48 hours are allowed for disposition. This is a decided improvement over the old rule.

NOTIFICATION. Rule 4.—Section (b) provides that: "Where any part of the contents of the car is removed by the consignee, it shall constitute a notice to the consignee of the arrival of the car even though such notice has not actually been sent by the carrier."

PLACING CARS FOR UNLOADING. Rule 5.—Under the new rule if a tender of the car is made to consignee on tracks other than public delivery tracks and the carrier cannot deliver on account of any disability of the consignee, delivery will be considered as having been tendered, but written notice must be given the consignee of all cars which cannot be delivered on account of inability of consignee to receive.

Section (b) of the same rule provides that where delivery cannot be made on specially designated public delivery track on account of such track being fully occupied, the carrier shall notify the consignee of its intention to make delivery at the nearest available point. However, if the consignee indicates a preferred available point, then the carrier must make delivery at that point. Both of the above rules are an improvement on the present rules.

WEATHER INTERFERENCE. Rule 8, Section (a).—This section has been changed so that if weather conditions are such as to make it impossible to load or unload freight within the free time, such free time shall be extended until a total of 48 hours free from weather interference shall have been allowed. This rule allows the additional 48 hours.

BUNCHING. Section (b).—This section has been amended so that instead of, as under the present rule, a claim for bunching must be presented to the carrier's agent before the expiration of the free time, under the new rule 15 days are allowed in which to present such claim.

DELAYED OR IMPROPER NOTICE BY CARRIER. Section (d).—This new rule provides that 2 days are allowed in which to file with the carrier a written statement of the insufficiency of such notice, instead of the present rule which provides for such statement to be filed within 24 hours.

Under the same section it is provided that when a notice is mailed by carrier on Sunday, a legal holiday, or after 3 P. M. on other days, as evidence by the postmark thereon, the consignee shall be allowed 5 hours additional free time, provided he shall notify the carrier within 24 hours that such notice had not been received until after the free time had begun

to run. This is a new provision not contained in the old rules and gives an additional free time of 5 hours.

AVERAGE AGREEMENT. Rule 9.—Section (a) has been changed so as to apply not more than 5 days credit in the cancellation of debits accruing on any one car, making a maximum of 7 days that any car may be held free. This cuts down the time 2 days compared with the old rule in which car might be held and offset by corresponding credit.

NEW CLEANING ELEVATOR at Ft. Wayne, Ind.

Ft. Wayne, the metropolis of northeastern Indiana, and one of the best railroad centers of that state, will soon have two new grain storehouses. Illustrated herewith is the cribbed transfer and cleaning elevator recently completed for the Egly-Doan Elvtr. Co., which was incorporated early this year for \$50,000. C. G. Egly has been connected with the grain trade for nearly 16 years. He started in business at Berne with the Berne Hay & Grain Co., but during the last 5 years he has been wholesaling grain and seed at Berne on his own account. Mr. Doan, for years has been connected with the Beatty-Doan Co. of Ossian, Ind.

It is the intention of the company to buy from shippers in nearby territory, as well as from farmers locally. It expects to reclean, redry, reinspect and reweigh much grain passing that way.

The new 50,000 bu. cribbed elevator

which is illustrated herewith, is 36x42 ft., 108 ft. high, with a warehouse 36x60 ft. two stories and a basement under both elevator and warehouse. The foundation is of reinforced concrete and the basement floor is faced with cement. The elevator is located on the G. R. & I. and Penn. R. Rs., with two switches to house, so that the operators should be able to get cars without trouble and handle 30,000 bus. of grain a day. The company has purchased a large auto truck, and will deliver flour and feed in the surrounding territory, as well as in the city.

The house has three main legs with cups 14x7, 16x7 and 18x7 running over 16 inch head pulleys, also two mill legs with smaller buckets. In the lean-to are two receiving sinks with Burrell Overhead Wagon Dumps, while on the railroad side running thru the track shed are two loading tracks, the inside track may be used for receiving. Two loading spouts with bifurcating spreaders are so arranged that two cars can be loaded at the same time.

In the elevator proper are 11 large hopper bottom bins, and in the warehouse are 4 small bins, for storing cracked corn products from the cracked corn grader. In the basement from one of the dumps to boot is a Constant chain feeder and over the driveway is the dust room. On the working floor of elevator are a Monitor Wheat and Oats Separator, a Monitor Oat Clipper, a Monitor cracked corn grader and a Monitor Seed Cleaner, a Western Sheller and a Sprout Waldron Feed Mill.

In the basement is a S. & R. Car Puller. Every machine is equipped with friction clutch, so that it can be operated independently of the rest of the machinery. The Fairbanks Hopper Scale in cupola has weighing capacity for 1600 bus. Its sides and bottom are of cribbed construction. Below it are telescoping distributing spouts, and on the bin floor are cracked corn separator, a Knickerbocker Cyclone Dust Collector, also a rolling screen separator.

The corn products are spouted out thru side of elevator to 4 bins in upper part of warehouse, where it is bagged for shipment. A man lift readily carries employees from working floor to top floor of cupola. The house is covered with Sykes Iron Siding and the roof is covered with H. W. Johns-Manville Co.'s asbestos roofing. A freight elevator is provided in the warehouse for handling bagged feed stuffs from floor to floor. The company has a very commodious office nearby with all modern conveniences and appointments. The plant was designed and erected by the Burrell Engineering & Construction Co.

"The Nation's Business" will be issued as a periodical by the Chamber of Commerce of the United States, to cover agriculture, manufacturing, mining transportation, distribution and finance. Statistics, official and other, will be given, as well as information concerning consular and other governmental aid in fostering commerce.



The Egly-Doan Elevator Co.'s New Plant at Ft. Wayne, Ind.

Feedstuffs

Baltimore received 1,261 tons of feed during the month of July, 1912, as reported by J. B. Hessong, sec'y Chamber of Commerce.

A cargo of 1,900 tons of screenings recently was shipped from Port Arthur, Ont., to Chicago by the Atwood-Stone Co., of Minneapolis.

Minneapolis received 3,279 tons of feed and shipped 56,412 tons during July, compared with 2,604 tons received and 33,361 tons shipped in July, 1911.—Jno. G. McHugh, sec'y Chamber of Commerce.

Geo. B. Mathews & Sons, New Orleans, La., dealers in grain, hay and feed, have decided to start the manufacture of stock and poultry feed on a larger scale. New quarters have been leased and modern machinery will be installed. They will also build an elevator.

Milwaukee received 7,800 tons of feed in July, compared with 5,525 tons the corresponding month of 1911. Shipments of feed in July were 24,463 tons compared with 21,137 in July, 1911.—H. A. Plumb, sec'y Chamber of Commerce.

The Clover Leaf Milling Co., of Buffalo, N. Y., has bot a site on which to erect a large feed factory, and later a grain elevator of 150,000 bus. capacity. W. H. Keeney of Linden, Ind., will be superintendent of the factory.

Frank A. Barnes, Boone, Ia., has been granted letters patent No. 1,033,860 on a stock food which comprises a mixture of 12½ pounds each of peanut and cocoanut meal with substantially 37½ pounds each of linseed meal and wheat middlings.

Sheets Bros. Elevator Co., Cleveland, O., has increased its capital stock from \$50,000 to \$250,000 and will manufacture a horse and dairy feed. A new addition to their plant, 50 by 250 feet, will increase the grain capacity to 150,000 bus. A 40-h.p. gas engine will be installed, together with new feed mixing machines.

The Farmers' Feed Co. of New York, which purchased the Kaltenback Brewing Co.'s old plant in Buffalo, has contracted with Buffalo brewers to take all of their output of brewers' grains for fifteen years. The grain after being dried is sold to farmers in the vicinity of Buffalo and some is exported to Germany.

A campaign against adulterated feedstuffs was begun by the Oklahoma State Board of Agriculture with the filing of suit against the Central Milling Co. at Muskogee, Okla., July 27, alleging the sale of adulterated corn chop containing a large percentage of ground cobs. Complainant is the McAlester Storage & Commission Co.

The Interstate Commerce Commission ruled in the case of the Memphis Grain & Hay Ass'n et al. vs. St. Louis & San Francisco Railroad Co., that "a mixed feed containing non-transit commodities in excess of 20 per cent of its total weight is not properly to be regarded as a grain product, but is a new commodity, which is entitled to move from the transit point only on the specific rates in effect from that point."

The Virginia Consolidated Milling Co. is charged by the government with adulteration. According to the notice of judgment No. 1536, sent out by the Department of Agriculture, July 19, 50 sacks of

corn meal, labeled, "Water-ground corn meal, bolted", was shipped to R. E. Pipkin, Goldsboro, N. C., in a decomposed and filthy condition. Adulteration was charged as the corn meal was said to be unsuitable for human food.

North Carolina is the first state to formally adopt the set of definitions drawn up by the Association of Feed Control Officials of the United States. One definition has been added, however, that cottonseed meal and hulls can not be sold as cottonseed meal under 38.65 per cent. A provision in the regulations declares that mixed feeds containing less than 10 per cent protein will not be admitted into the state.

The stock food factory of F. W. Goeke & Co., St. Louis, burned July 27. The loss is placed at \$150,000, fully covered by insurance. Large quantities of grain and alfalfa held in storage were destroyed in addition to the manufactured product. The plant was sold 3 weeks ago to K. & E. Neumond, Frankfort, Germany, who own and operate similar plants throughout the world. The burned structure occupied a city block. Ludwig Eisemann, manager for the firm, announces that the business will be continued on a larger scale and that a new and larger plant will be erected in the near future.

The Mountain City Mill Co. is charged by the Department of Agriculture in a notice of judgment No. 1535, issued July 19, with misbranding, in violation of the food and drugs act. The shipment seized by the government, amounting to 206 sacks of corn meal, labeled 96 pounds or two bus., was shy on weight 451 pounds. The product was shipped from Tennessee to New Bern, N. C. Judgment of condemnation and forfeiture was entered by the government, after which the milling company was able to secure its shipment, by paying the costs of the proceedings and giving a bond in conformity with section 10 of the act.

The M. C. Peters Mill Co., Omaha, Neb., has taken steps toward establishing a factory for the manufacture of burlap bags, to be used in packing its alfalfa feed products. The bag factory will be conducted as a department of the main business and it is not expected that more bags will be made than can be used by the company. The factory, although small, will have a model equipment, capable of manufacturing and printing bags for 1,000 tons of feed daily. The advanced step taken by the company is due to varied feed laws in the several states, and the necessity of complying therewith thru the use of proper labels.

The annual convention of the Tri-State Retail Feed Dealers Ass'n will be held in Syracuse, N. Y., Aug. 29 and 30. Headquarters will be at the Hotel Winchester. The program Thursday afternoon will consist of an address of welcome by Mayor Schoeneck, applications for membership and a discussion of business conditions. The evening program will include an address on business methods, a question box and musical selections. The principal business to come before the convention Friday morning will be the election of officers. In the afternoon, the program consists of a trolley ride to South Bay, where a shore dinner will be served.

"I do not want to be without the Grain Dealers Journal."—O. E. Krueger, agt. Monarch Elv'tr Co., West Point, Minn.

FEEDSTUFFS TAX VALID AS Inspection Measure.

The Supreme Court of the United States on June 7 and June 10 decided two suits holding valid the feedstuffs statutes of Indiana and Iowa respectively. The Indiana case was that of Marion W. Savage v. Wm. J. Jones, state chemist of Indiana, to enjoin the enforcement of the act, while the Iowa case was that of the Standard Stock Food Co. v. H. R. Wright, state food and dairy commissioner.

In the Indiana case the Supreme Court held that the prohibition against sales by importing purchasers of concentrated commercial feeding stuffs in the original packages, which is made by Indiana Acts 1907, chap. 206, unless there be a compliance with its requirements as to inspection and analysis and the disclosure of the ingredients, including the minimum percentage of crude fat and crude protein, and the maximum percentage of crude fiber, and its incidental provisions for the filing of a certificate, for registration, and for labels and stamps, is a proper exercise of the police power of the state, and not an unconstitutional regulation of interstate commerce.

An inspection charge of 80 cents per hundred for stamps to be affixed to packages of concentrated commercial feeding stuffs made by Ind. Laws 1907, chap. 206, is held to be not on its face so unreasonable in excess of the cost of analysis, salaries of officials, and other necessary expenses, as to invalidate the statute, when applied to sales by importers in the original packages, as a disguised revenue measure.

Congress did not, by the passage of the food and drugs act of June 30, 1906 (34 Stat. at L. 768, chap. 3915, U. S. Comp. Stat. Supp. 1911, p. 1354), for the prevention of adulteration and misbranding of foods and drugs when the subject of interstate commerce, preclude the enactment of Ind. Acts of 1907, chap. 206, prohibiting sales of concentrated commercial feeding stuffs in the original packages unless there be compliance with its requirements as to inspection and analysis and the disclosure of the ingredients.

Justice Hughes said. The state of Indiana has determined that it is necessary, in order to secure proper protection from deception, that purchasers of the described feeding stuffs should be suitably informed of what they are buying, and has made reasonable provision for disclosure of ingredients by certificate and label, and for inspection and analysis. The requirements, the enforcement of which the bill seeks to enjoin, are not in any way in conflict with the provisions of the Federal act. They may be sustained without impairing in the slightest degree its operation and effect. There is no question here of conflicting standards, or of opposition of state to Federal authority. It follows that the complainant's bill in this aspect of the case was without equity.

In the Iowa case the Supreme Court likewise held that the requirement of the Iowa Code, Supp. 1907, sections 5077-a6-5077-a24 that the name and percentage of the diluents shall be stated on the labels is a proper exercise of the police power.

It was held that the Iowa statute was not in conflict with the federal pure food and drugs act.

The court also held that the imposition by the Iowa Code governing the inspection and analysis of concentrated commercial feeding stuffs, of an inspection

fee of 10 cents per ton on such products when sold or offered for sale within the state, or the exaction, in lieu thereof, in the case of "condimental, patented, proprietary, or trademark stock or poultry foods," of an annual license fee of \$100, does not render the statute invalid as applied to sales by importers in the original packages.

Justice Hughes said the Iowa case was not distinguishable in its essential features from the Indiana case.

These cases definitely settle the legality of inspection taxes under our present state and federal constitutions; but beg the merits of the question, which is: Should honest feed manufacturers pay a penalty in the form of a tax, in order that the state may detect the few who are dishonest? The only hope lies in enlightened legislation, as in Massachusetts, where the state feedstuffs statute places no tax on dealers or manufacturers.

VIRGINIA FEED LAW INVALID.

While the injunction granted by the U. S. District Court restraining the state of Virginia from enforcing the feed law against the American Milling Co., as published in the Journal July 25, page 144, fully protects plaintiff, yet the merits of the case will come before the Supreme Court on appeal.

Before the court of last resort, it would seem, however, that the plaintiff will have nothing to fear, as the district court in its opinion made it clear that the statute was unconstitutional and discriminatory, stating that:

While it may be true that a state can legally tax articles shipped into the state in interstate commerce before they have been sold in said state and while they still remain in the unbroken packages, still it is firmly and conclusively established that such articles are within the protection of the commerce clause of the federal constitution and that the state cannot interfere therewith to the extent of prohibiting their sale, as is attempted in the Virginia statute.

The statute of Virginia discriminates against non-resident manufacturers of feeding stuffs and in favor of local manufacturers within the state, and in so doing imposes a burden on interstate commerce. Paragraph 5 of the statute contains the following proviso: "Provided, however, that when the products aforesaid shall be sold and delivered to the consumer at the place of manufacture, the miller or manufacturer thereof shall not be required to furnish the printed statement hereinbefore provided for." The evident purpose and effect of this proviso is to exempt the local miller or manufacturer doing business within the state of Virginia from the necessity of complying with the provisions of the act concerning the registration of his feeds, and, it would seem, from placing on the packages thereof the tags required to be attached to all feeds imported into the state from other states.

It would therefore appear that, even ignoring paragraph 13 of the Virginia statute, which contains an absolute prohibition as above stated, and assuming that the other provisions of the statute could be sustained as an inspection law, still the statute would be void as imposing a burden on interstate commerce by reason of this discrimination between non-resident and local manufacturers.

NORTHWESTERN OHIO SHIPPERS MEET AT TOLEDO.

The Northwestern Ohio Hay & Grain Producers and Shippers Ass'n held a meeting at the Boody House, Toledo, July 26, with a large number in attendance.

The principal topics up for discussion related to the handling of the coming crops, and intense interest was manifested.

Pres. Dolby called the meeting to order at 2 o'clock. After a few remarks on the condition of the association and the importance of careful judgment in handling this crop, he introduced Mr. McKillen, of Buffalo, who spoke on "Barley—the Condition of the Market this Year as Contrasted with Last Year."

Mr. McKillen: "For the past two years the barley crop has been short, making it impossible to secure sufficient good barley for malting purposes. Maltsters were forced to pay high prices for barley which ordinarily would have been fit for feed only. Also, quite a large amount of high-priced barley was imported, some of which the maltsters now have on their hands.

"This year the barley acreage has greatly increased in all parts of the country, and prospects are for a big yield of excellent quality. The maltsters are well stocked with high-priced barley, and are not bidding for the new crop. When they do bid for it their price will be low, and they will expect a good quality.

"The poor qualities which would have been accepted last year with very little discount will be heavily discounted this year, or probably refused altogether for malting purposes. It will then be fit only for feed, and, of course, must sell at feed prices, which means on a basis with oats at about a cent per pound. Feeding barley is worth only 48c in Pittsburgh. The most you can afford to pay the farmer is 35c to 50c, according to the quality. Judging from the samples shown here today, most of the barley in this territory will be more or less colored and 75% of it would not carry 72 hours in condition. We would suggest that country shippers urge the farmers to hold the barley as long as possible, as at present there is no market for it."

J. J. Rammacher, Buffalo: "Much of your oats this year will contain a sprinkling of wheat, because abandoned wheat ground was sown to oats. This, of course, will depreciate the grade, and it will be better for all concerned if you will bear this fact in mind when you are buying from the farmer, and also when you are loading for shipment. The amount of discount will depend not only on the percentage of wheat in the oats, but also on the immediate demand for such mixture on the market where it is sold. I judge that the discount should run from 1c to 5c per bushel."

B. J. Burns, Buffalo: On account of the present shortage of oats on all markets, consignment of the first cars of the new crop will undoubtedly yield large returns. Until the markets have been fairly well satisfied, consignments should net 50c f. o. b. shipper's track.

ARE SHORTAGES AND MISGRADES MORE COMMON ON A DECLINING MARKET THAN ON A RISING MARKET?

J. W. McMillen, Van Wert: All markets are more severe on weights and grades when the prices are declining. It is natural that buyers should be more exacting under such conditions.

Chief Inspector Culver: It is ridiculous to think that inspection is more severe when prices are declining than when they are advancing. No inspector knows or cares which way the prices are going. For that reason they could not be more severe at one time than at another. Besides, the integrity of an inspector should be given more consideration than such criticism would infer.

J. W. McMillen: I do not wish to be misunderstood. I had no thought of questioning the honesty of our inspectors. The point I wish to make is that inspectors are led to be more careful in their work, because more re-inspections are called for by receivers on a declining market, and any errors which might have been made on first inspection are corrected.

H. W. Fish, sec'y Ohio State Millers Ass'n: Millers should pay country shippers more for their wheat than can be obtained in the market, and keep the Ohio wheat at home.

Chas. Behymer, Rockford: We owe our millers as much as they owe us. We should sell the flour of the local mills instead of importing from the larger mills.

Earl C. Bear, Hicksville: Discourage the dealers in handling the flour made by the hard winter wheat millers. All of us have been receiving letters from large Western millers asking us to sell their brand of flour. They are seizing this time of failure in the Ohio crop to introduce their flour. We owe it to our friends, the Ohio millers, to protect them in their time of need. Let us help them during the year by selling our own wheat to Ohio millers and pushing the sale of the local flour.

Mr. Hazelwood of Norfolk & Western R. R. spoke of the accommodations being arranged by that railroad for carrying grain dealers to the convention of Grain Dealers National Association at Norfolk, Va., Oct. 1-3. Special cars are being arranged from Toledo and Lima, the round trip fare ranging from \$25 to \$30.

SCALE INSPECTION.

Sec'y Riddle spoke of the Scale Inspection Dep't of the ass'n which is giving splendid satisfaction. Mr. Brown, official inspector, is a son of the deputy state sealer. He has inspected a large number of scales, most of which were found out of order in one way or another. A scale repair house has been established at Lima, where any make of scales will be repaired.

S. C. Douglass, of Lima, said that state authorities were strongly considering Lima for the location of the "1913 Ohio State Corn Show," and urged every member of the ass'n to do his utmost in favor of Lima as the center of this northwest territory. A button was pinned on each shipper, reading as follows: "Ohio State Corn Show—1913, Lima, O."

Pres. Dolby introduced A. P. Sandles, of the Ohio Agricultural Dep't, who spoke of the status of the "Boys' Corn Growing Contest" in northwestern Ohio. He said: About 1,600 boys entered the contest and are actively at work, with varying degrees of interest. About one-third of the boys are putting forth their best efforts, and the results obtained will speak for themselves.

John Beggs and Mr. E. R. Wagner of the Ohio Agri. Dep't told of their visits to the boys at their homes, and how the Corn Growing Contest is benefiting each community.

Sec'y Riddle urged the promotion of a "Boys' Wheat Growing Contest," saying

that the yield of wheat in Ohio would be increased 20% in 5 years. He thought, however, that this movement shud originate with the Ohio Millers' Ass'n. An expression of those present favored a Boys' Wheat Growing Contest for the coming year.

Henry L. Goemann, of Toledo, made an announcement to the ass'n that hereafter his daily bids for grain would be based on a grade of "3 or Better" or "2 or Better." He said that he had long been in favor of quoting for grain on actual grades, and that during the past year his bids had been made on "No. 2 white oats," "Standard" and "No. 3 white," while other dealers have been bidding for "No. 3 or Better." This has been a great injury to his business, as the bulk of the oats he has received has been of lower grades. Even now he does not wish to change his method of bidding, but is compelled to do so for self protection. If all bids were based on distinct grades it wud influence shippers to a better grading of their purchases.

Sec'y Riddle discussed the cost of handling grain thru a country elevator, and proved conclusively that no shipper can afford to buy grain on a smaller margin than 4c for wheat, 3c for corn and 3c for oats.

Adjourned sine die.

IF THE OTHER FELLOW Would.

"If asked the grain trade's saddest words both tongue and pen, we'd say it then, and ours should be, 'If the other fellow would.'"

If the other fellow would not boost prices, why I would be a fool to boost mine. If the other man would refuse to buy grain on a ruinously low margin, you can bet they couldn't sell it here. What we ought to do is to co-operate, and if he would I would. One hears in every community where competition resembles a Kentucky feud, more than it does a business stimulant, this familiar phrase, "If the other fellow would."

Supposing Mr. Grain-man, you change that to "If I would," and you solved the competition question forever. Your friend is another grain dealer, he wears trousers, he's a man, just like just you, and if you continue to handle grain on low margins he's going to do likewise; if you labor for nothing, he's going to work with you, and just so the reverse.

If you would post your prices, your competitor will do the same thing in a very short time. If you refuse to handle Mr. Farmers grain for nothing, it's certain he won't, and if you show him how you can both make money, he's willing to do his share.

Neither of you has any advantage over the other, one cannot handle grain much more cheaply than the other, you both figure your own time to be more valuable than the other, and you realize about the same price for grain shipped, then you ought to co-operate for an equal profit sharing business.

Paste "If I would," in the crown of your hat and see what a change in your policy will do to help your trade trouble, and we'll back the other man, if he doesn't don't worry he won't be in business long enough to bother you.

Reports from Bloomington, Ill., state that the corn root aphid, or corn root louse, has destroyed several fields of corn in that vicinity. Thoro cultivation before planting will do much to destroy the ants.

Seeds

The Allen Seed Co. is erecting a large seed warehouse at St. Anthony, Idaho.

Will be quite an amount of timothy threshed.—Blaker Lbr. & Grain Co., Amsterdam, Mo.

Clover seed making 4 to 6 bus.; quality good.—Jno. W. Gerlach, agt. C. B. Minidan & Co., Waggoner, Ill.

Receipts of flaxseed during July in Milwaukee were 42,000 bus.; compared with 1,200 bus. in July, 1911.

The J. C. Robinson Seed Co., of Waterloo, Neb., has opened a branch seed house in Rocky Ford, Colo.

Zenoleum was declared misbranded in notice of judgment No. 1, given July 19, the first judgment under the insecticide act of 1910.

Minneapolis received 48,700 bus. of flaxseed during July and shipped 60,900 bus., compared with 132,600 received and 3,700 shipped in July, 1911.

Chicago received 112,600 bus. of flaxseed and shipped 8,000 bus. during July; compared with 56,800 bus. received and 16,200 bus. shipped in July, 1911.

Marblehead, Mass.—We have an average crop on our seed farms. Little seed is grown in our section except on our farms.—Jas. H. Gregory & Son.

The Nickel Plate Elevator Co., of Cleveland, O., has registered the word "Economy" as a trade-mark for poultry feed, with serial No. 62,979.

J. C. Townsend, who was formerly engaged in the seed trade at Baltimore, Md., died recently. He was a member of the Baltimore Chamber of Commerce.

The Senate com'te on agriculture has favorably reported the House bill to prohibit the admission of certain adulterated seeds unfit for planting, into the United States.

Duluth received 431,913 bus. of flaxseed during July and shipped 392,901; compared with 37,709 received and 1,000 shipped in July, 1911.—Chas. F. McDonald, sec'y.

Buffalo received 2,238,049 bus. of flaxseed by lake from the opening of navigation to July 31; compared with 220,504 bus. received in the corresponding period of the preceding season.

Mr. Loewith of Loewith, Larsen & Co., New York, left for Europe last week on a two months' business trip. While abroad he will visit the more important seed growing countries.

Reports from Sedgewick county, Kansas, indicate the elimination of the alfalfa seed crop by grasshoppers. The second crop, which is generally allowed to go to seed, is being cut for hay.

H. D. Garwood, formerly sec'y of the Ebbert Seed Co., Rocky Ford, Colo., has sold his interest in the business to A. W. Creager, pres. of the company. The business will be continued as before.

The Frank Clark Seed Co. has been incorporated at Fort Worth, Tex., with a capital stock of \$2,500. The incorporators are Frank Clark, R. H. Beck and E. H. Fabl, all of Fort Worth.

The Mooney Seed Co., of Regina, Sask., will rebuild its elevator which was destroyed by the recent tornado. The

capacity will be 50,000 bus., and a warehouse will be erected in connection.

The Forrest Seed Co., New York City, has been incorporated with a capital stock of \$20,000 to deal in seeds and realty. The incorporators are W. Forrest, L. M. Forrest and W. A. Maber.

Frank H. Funk of Funk Bros.' Seed Co., Bloomington, Ill., is a candidate for governor of Illinois on the Bull Moose ticket. Mr. Funk has been prominent in Republican state politics for the past seven years.

Unfavorable rains have curtailed Sicily's crop of mustard seed, which has just been harvested and estimated at 7,000 to 8,000 bags of 220 pounds each. The price at the end of June for medium grades was \$10.23 per 220 pounds.

The Stanford Seed Co. has been incorporated at Binghamton, N. Y. The capital stock is \$25,000, and the incorporators are E. O. Stanford of Binghamton, A. R. Cone of Kenmore and J. B. and E. Bloxham of Buffalo, N. Y. The company has leased a large building and will grow and deal in seeds.

Work on Noble Bros.' new seed warehouse has been started at Gibson City, Ill. The structure will be one story, brick with a concrete foundation and will measure 100 feet long and 100 feet wide. It is being built on the site of the old Shellabarger Elevator, destroyed by fire about a year and a half ago.

Kansas City received 30,357 bus. of kafir corn and 1,000 bus. of flaxseed during July; compared with 60,714 bus. of kafir corn and no flax received in July, 1911. Shipments included 27,679 bus. of kafir and no flax; compared with 72,321 bus. of kafir and no flax shipped in July, 1911. E. D. Bigelow, sec'y Board of Trade.

Marysville, Ohio.—An extraordinary amount of timothy seed was grown in Ohio this year. The crop is clean and turning out well. Red clover is promising for next year, but there will be very little for seed. The acreage devoted to seed crops has increased on account of the prevailing high prices.—O. M. Scott & Son.

In the auditorium at the state fair in Fargo at 9 a. m. and 2 p. m. Friday, July 26, the North Dakota Improved Seed Growers Ass'n held a meeting to perfect its organization and to teach farmers how to get good seed, how to grow good seed and other things of interest in the production and distribution of good seed grain.

The New York pure seed law, which went into effect July 1, requires that all packages of seeds of alfalfa, bluegrass, crimson, red or white clover, orchard grass, redtop, timothy and similar seeds, which contain more than 3 percent of foul, shall bear a label stating the fact and the proportion of foul seed therein. A fine of \$50 is imposed for non compliance of the law.

Seedsmen are perturbed over the proposed parcels post with zone divisions and probable increase in postal rates on third class matter. The greatest protest comes from eastern houses, as they are forced to mail their catalogs a greater distance than those houses in the middle west which are nearer the market. A compromise is said to have been effected between Senators Bourne and Bristow, however, and thru its terms the postage rate on catalogs will not be increased.

Alfalfa can be successfully grown in Iowa, says H. D. Hughes in a mono-

graph, "Growing Alfalfa in Iowa." Its food value is given in comparison with that of other crops and alfalfa stands first. The author also gives some valuable pointers as to cultivation, suggesting inoculation of the soil with lime or 300 pounds to the acre of soil from alfalfa or sweet clover patches. The booklet may be obtained free from the Agricultural Experiment Station of the Iowa State College of Agriculture, Ames, Ia.

An important change in the seed firm of George Tait & Sons, Norfolk, Va., has just occurred, thru the retirement of William L. Tait and Robert Tait and the admission of James T. Moreland and David B. Blackwood to the firm. The firm of George Tait & Sons was established forty-three years ago by the late George Tait and has been carried on by his sons continuously ever since.

The Missouri State Board of Agriculture is calling attention to the fact that the grass seed crop of the state is worth \$1,000,000. This year the state has harvested the best crop of Kentucky bluegrass seed in its history. The yield runs from 4 to 12 bushels an acre. The price runs from 5 to 14 cents a pound. English bluegrass is a good crop this year, the best meadows averaging from \$39 to \$57 an acre. In his report of Aug. 3, T. C. Wilson, sec'y of the board, states that indications point to a record harvest of timothy seed. An unusual amount of bluegrass and other grass seeds has been saved.

Government heeds our request. We ask that red clover be given separately in the official clover seed imports. They will comply with our suggestion beginning with their statements covering July, 1912. Red clover seed imports entered for consumption for nine months ending March, 1912, were 140,615 bags. Total clover seed imports for eleven months ending May, 1912, were 251,820 bags. This would indicate that fully two-thirds the red clover imports last season were red clover, balance alsike, crimson, white but not alfalfa.—C. A. King & Co.

Timothy seed is still seeking investment buyers. It has been more active than clover seed. It moves earlier. It has had a steady decline of \$3 during past month. Some think it relatively cheaper than clover. It is raised freely in more states. Iowa is a big producer. Idaho and far west have become important raisers. More will be saved for seed than ever before, but less than was expected earlier in the season, owing to the decline in price.—C. A. King & Co.

Toledo is more popular than ever as a timothy center. Heavy trading in futures here has made it very attractive to the country dealers in Indiana, Illinois, Ohio and Michigan. It affords a great opportunity for many who hedge even tho they divert their seed in other directions later on. The seed is all inspected by Mr. Wallace same as red clover and alsike. Commissions for handling spot seed in less than carload lots 2 per cent. Carload lots handled for 1½ per cent. On futures the commission is 1 per cent of the selling price. Trades are made in 50 bag lots or multiples thereof. Fifty bags means 125 bushels.—J. F. Zahm & Co.

During June a survey was made of the clover producing districts north of Lake Ontario between Toronto and the Bay of Quinte, with the object of getting an estimate of the areas likely to be saved for seed production and to give as much information as possible to growers and seed dealers regarding the identification and eradication of weeds and the meth-

ods of preventing weed seeds from contaminating clover seed. The inspector reports that both red and alsike clover are much below the average, both in extent and quality, while alfalfa is a fine crop and increasing in acreage. Wild mustard is the most widespread weed; it is growing in abundance over a large proportion of the district. Bladder campion is abundant from Port Hope west, and night-flowering catchfly is very prevalent in the alsike districts of Victoria county and also in York and Ontario. White cockle was found in great quantities east of Milbrook in Durham county. Ribgrass or buckhorn was growing in abundance in York county, some of the roadsides being covered with it. Some of the clover sections are fairly free from this weed as yet. Wild flax was abundant in Hastings and Prince Edward counties, while ox-eye daisy was widespread, more or less of it being found almost everywhere. Sow thistle was also noticeable in many clover fields. The season has been unusually favorable for weed growth, and seed crops will require special attention.—Geo. H. Clark, Seed Commissioner, Ottawa, Ont., in *Census and Statistics Monthly*.

OATS YIELDING HEAVY.

The oat crop now being harvested is showing phenomenal yields. Nothing in the last quarter of a century has approached the yield per acre this year.

Wood Lake, Minn., wired Ware & Leeland, Chicago, that oats in that vicinity were running 92 bus. to the acre.

Tipton County, Indiana, reported to W. A. Fraser Co., Chicago, yields as high as 114 bus. to the acre. Springfield, Ill., reports show a yield of 90 bus.

Carroll County, Ind., reports the greatest oat crop ever harvested there, the crop running over 70 bus. to the acre. Newton County, Ind., farmers report a yield from 50 to 65 bushels to the acre.

The Iowa weekly weather crop report indicates an average for the state of 40 bus., a figure exceeded only once in the past 22 years.

Experimental records for oats were shattered in Tippecanoe County, Indiana, when an average yield of 92 bus. to the acre was threshed at the Purdue university farm.



J. C. F. Merrill, Chicago, Ill., Sec'y Chicago Board of Trade.

J. C. F. MERRILL NOW SEC'Y of Chicago Board.

Former Pres. J. C. F. Merrill of the Chicago Board of Trade was appointed sec'y by Pres. Bunch, July 31, and the appointment was unanimously concurred in by the directors. Mr. Merrill succeeds the late George F. Stone, who died a few weeks ago. The new secretary began his service Aug. 1.

Mr. Merrill has been a conspicuous member of the Board of Trade for 35 years, having served at different times as director, vice-pres., pres. and member on a number of important committees. He has also represented the Board of Trade at hearings before congressional committees, particularly in regard to anti-future trading legislation. He is at present a member of the firm of Merrill & Lyon and is pres. of the Council of Grain Exchanges. He will continue a member of his firm until Jan. 1, as it is impossible to close up its affairs at once.

Mr. Merrill was born on a farm near Rochester, N. Y., in 1851, and passed his boyhood on the farm, attending country school. His first business venture was in a country store, which he conducted a few years and one year as proprietor, until he sold out and obtained a situation as traveling salesman for a New York house. Mr. Merrill's territory was in the middle west and he was so favorably impressed with its possibilities that he declined an offer of an interest in the firm at New York, at the termination of his engagement. He then entered the employ of Agard & Ross at Rockford, Ill., in 1875, to learn the grain business.

Agard & Ross were country buyers and shippers. Later, Mr. Merrill became a member of the firm under the name Agard, Ross & Merrill and the business was considerably extended. To adequately handle the increased business, Mr. Merrill was sent to Chicago to establish a branch office. He remained with the firm 4½ years, afterward forming the present firm Merrill & Lyon. The latter firm has always been highly regarded and has been active in Chicago trade for 29 years.

Mr. Merrill is considered one of the best judges of grain in the Chicago market. His own experience in different branches of the trade well qualifies him to conserve the interests of the brokers in future delivery as well as the cash grain receivers, and of the commission merchants as well as the elevator proprietors.

Before a committee of Congress, he gave the misguided advocates of anti-option legislation such a clear exposition of the necessity for future delivery sales of grain that the Scott bill was amended to omit grain. As chairman of the grain committee, Mr. Merrill has rendered valuable service to the Board of Trade for several years. His business ability has been relied on to liquidate bankruptcies that threatened to cause loss to many grain commission firms.

Since 1886, Mr. Merrill has lived at Hinsdale, where he has been active in municipal affairs. He has a daughter and one son. The latter is a student at Princeton. A portrait of Mr. Merrill is reproduced herewith.

So far there have been 20,000 quarters of grain booked on the lines out of New Orleans for Rotterdam, 10,000 quarters for Antwerp, some for Liverpool, and some for Havre.

Grain Carriers

The Lehigh Valley R. R. will purchase 1,000 freight cars.

The Canadian Pacific Ry. Co. has ordered 10,500 freight cars.

The Virginia Ry. has ordered 700 all-steel hopper cars from the Pressed Steel Car Co.

The New York Central Lines are said to be in the market for five thousand new freight cars.

The rules governing milling in transit regulations which go into effect Aug. 15, were discussed by a meeting of Pennsylvania millers, held in Philadelphia recently.

The Interstate Commerce Commission has suspended until Nov. 30, parts of the Rock Island, Missouri Pacific and Frisco tariffs prescribing a 40,000-lb. minimum on ear corn.

By a vote of 44 to 11, the Senate refused to strike from the Panama Canal bill, the provision exempting American ships from payment of toll for passage thru the Canal.

The Pomerene B/L bill was endorsed at the recent Detroit meeting of the National Industrial Traffic League. The League will hold its next meeting in October at Chicago.

The Santa Fe road has ordered that all system cars are to be retained on the Santa Fe lines in order to protect the road during the anticipated car shortage, when the crops begin to move.

Grain dealers and millers of Seattle, Wash., held a conference with railroad officials July 30, to discuss the most expeditious manner of handling the crops. Seattle expects to handle the bulk of the grain shipments to the orient.

Amendment of the Hepburn Act to give shippers the right of appeal from decisions of the Interstate Commerce Commission is proposed by H. L. Goemann, whose memorial to Congress has been endorsed by business organizations of Toledo, O.

A complaint against rates on coarse grain from Omaha to Alton, Ill., and beyond to Birmingham, Ala., has been filed with the Interstate Commerce Commission by the Omaha Elevator Co., Trans-Mississippi Elevator Co., M. C. Peters Mill Co., and the Cavers Elevator Co.

The Interstate Commerce Commission will be asked to reopen the matter of its ruling in mixed transit and non transit shipments, by the Southwestern Millers League. The millers will ask that the minimum shipment of 10,000 pounds in order to get a car load rate be reduced or abrogated.

Millers have protested to the Interstate Commerce Commission against the Missouri Pacific Railroad Co.'s cut of 4c in grain rates from Missouri River points to New Orleans for export, alleging that failure to make a corresponding reduction of rates on flour works a discrimination.

Efforts are being made in the grain provinces of Canada to re-establish the grain rates to Duluth, that were in effect up to May 31, thus making the same rates on grain from western points in Canada to Duluth as are made from that territory to Port Arthur and Ft. William, the Canadian lake terminals.

The Interstate Commerce Commission on Aug. 6 established the principle that an initial carrier can not be charged with misrouting, if it has forwarded a shipment over an available and reasonable route, which complied with the routing instructions and via which the lowest lawful rate was applicable.

Although the comparatively recently established Commerce Court is to be legislated out of existence, an agreement has been reached by the Senate and House conferees, whereby the five judges will be retained as circuit judges. The work of the Commerce Court will be sent back to the district courts for trial.

The Baltimore Chamber of Commerce has petitioned the Interstate Commerce Commission to suspend the proposed lowered grain rates from Kansas City, Mo., to Galveston, Tex. The reason is that the changes will affect the differential which exists from the west to the north Atlantic ports and to the Gulf.

The Minnesota State Warehouse & Railroad Commission is calling the attention of grain dealers to the prospect of a car shortage this year on account of the anticipated heavy crop. The commission asks all shippers to co-operate with the railroads by loading and unloading cars promptly and by giving the roads immediate notice when a car is ready for release.

A meeting of grain men and railroad operators was held in Louisville, Ky. July 29, in the office of the Southeastern Mississippi Valley Ass'n, to consider transit rules for the shipping of grain. New rules were drafted in accordance with the rulings of the Interstate Commerce Commission, altho the changes ordered affected the southern territory but slightly. The new rules will go into effect Aug. 15.

Demurrage on cars was discussed at a conference of representatives of all the roads entering Maryland, with the Public Service Commission at Baltimore, the latter part of July. It was pointed out that no car shortage has existed in California since the demurrage was raised from \$1 to \$6 per day. The outcome of the conference will be the formulation of rules, that will govern the subject of car demurrage in Maryland.

The Missouri Pacific on July 23 filed an appeal to the circuit court at Charlotte, Mich., from the judgment recently rendered against it in favor of William Andre and Eugene Andre, who claimed that they paid the railroad an overcharge of \$152.50, which the company refused to refund. They placed an attachment on an M. P. R. R. box car in the Grand Ledge yards and were awarded damages of \$179.42 in the justice court.

Minimum weights on grain thru Chicago will be governed by the following new rules: "On grain received from connecting lines in original cars or for which billing shows car to car transfer to have been made beyond Chicago junctions, and on grain received from connecting lines transferred from car to car at points within the Chicago district, connecting line weights will apply." The rule has already been made applicable on the B. & O., Nickel Plate and Wabash.

Grain shipments on the Great Lakes show a material falling off this year as compared with 1911. The domestic shipment of grain during June, 1912, was 9,337,246 bus. and in June 1911, 15,446,342. The decrease is nearly 40 per cent. Of

the June, 1912, shipments, 2,145,786 bus. were wheat, 5,469,304 bus. corn, 1,378,450 bus. oats, 18,940 bus. barley and 27,092 bus. rye. All of these articles except rye show a decrease over the preceding year. The Northwest's short crop for 1911 is to blame.

The Banner Grain Co., Minneapolis, failed in its switching discrimination suit against the Great Northern road, before the Minnesota supreme court. Action was brought to recover for the amount paid the railroad for switching cars to the grain company's elevator, on the alleged grounds that the charge exacted was a discrimination. In its decision, the court held that the railroad was not bound at its own charge to make such a delivery beyond its own or leased tracks.

Lest there be a car shortage this year, the executive com'ite of the National Industrial Traffic League will endeavor to secure hearty co-operation between shippers and the railroad companies. With this end in view, circulars will be sent out to the members of the organization asking them to do what they can to prevent congestion in freight. Shippers will be asked to release freight equipment promptly, and not take advantage of the free time allowed under the demurrage rules.

The report that our company had just adopted a new rule governing the location of grain elevators on our right of way, and that elevator buildings must be placed 40 ft. from the center of the track is unfounded. The usual space allotted for elevator buildings is 60 ft. track frontage but where more space is required, no objection is raised to the granting of additional space providing we have sufficient trackage to accommodate applicants.—H. A. Jackson, asst. traffic mgr., Great Northern Ry.

Memphis will be granted the same reshipping privileges as are in effect at St. Louis, under the decision of the Interstate Commerce Commission July 31 in the complaint of the Memphis Grain & Hay Ass'n against the Frisco System, the Commission holding that Memphis labored under the disadvantages resulting from "loose rules and practices in force at other and competing grain markets." If the carriers do not voluntarily comply with the suggestion of the Commission an order will be issued.

An appeal to the Interstate Commerce Commission will be made by Toledo grain dealers, to have Toledo recognized as a primary grain market. Toledo shippers were repulsed in their overtures to the Central Freight Ass'n at Chicago. The Ass'n declined Toledo's request to be made a breaking point and have an ex-lake rate from Toledo and a 12.5c reshipping rate from Toledo to New York points. Reasons for their action given by the Central Freight Ass'n were that were Toledo given such a privilege, other cities would make similar demands.

The bill amending the Hepburn Act to give the Commerce Court jurisdiction over cases involving errors of law made by the Interstate Commerce Commission was the subject of a hearing given recently by the senate com'ite on interstate commerce. Among those who addressed the com'ite in favor of the amendment were L. M. Walter of Chicago and D. E. Williamson of Cincinnati, who stated the bill would simply give shippers the same right of appeal now enjoyed by the carriers. Sec'y Marble of the Commission

opposed any legislation which might give the Commerce Court power to review decisions on questions of fact.

Statistics compiled by the Interstate Commerce Commission of the railroads in the United States for the year ending July 31, 1911, show a decrease in freight compared with the preceding year of 68,262,147 tons. The aggregate mileage of railway tracks of all kinds covered by operating returns was 362,710.18. Compared with the preceding year, the figures show an increase of 2,195,511 miles. The total operating revenue of the railroads of the country for 1911 total \$2,789,761,669. Their operating expenses were \$1,915,-054,005. The corresponding revenue figures for the preceding year totaled \$2,750,667,435, with expenses \$1,822,630,-433.

The total car surplus on July 18, as reported by the American Ry. Ass'n was 75,389 cars, against 70,731, July 4, and 150,433 on July 19, 1911. Compared with the preceding period, there is an increase in the total surplus of 4,658 cars. The increase in surplus coal cars is general throughout the country except in the New England, southern and Pacific coast states. The total increase in that class of equipment is 2,178 cars. The box car surplus increased 2,731 cars. The total shortage on July 18 was 6,467 cars, compared with 1,361 cars in July 19, 1911. Compared with July 19, 1911, there is a decrease in the total surplus of 75,044 cars of which number 14,282 is in box.

For loss of grain in transit the George Koch Grain Co. of Wichita, Kan., has brought suit against the Santa Fe road to recover the value of 1,290 pounds of wheat, that leaked from a car loaded at Garden Plain and consigned to the company at Wichita. The loss amounts to 22½ bushels and the grain company seeks to recover \$23.22 with interest at 6 per cent less the freight on the amount lost, or about \$1.61. The claim is based on the market price of wheat, which was \$1.08 Feb. 21, when the car arrived at Wichita. According to an edict of the public utilities commission, railroad companies in Kansas are obliged to repair, clean and otherwise prepare their cars for shipment.

"When there is a difference in rates between two points over different lines, shippers must understand that they may get the benefit of the lower rate only by sending their merchandise over the line publishing the lower rate." Such is the dictum of the Interstate Commerce Commission in answer to the appeal of the Western Grain Dealers Ass'n, acting for the Kunz Grain Co., of Wesley, Ia. The grain company shipped a car of corn from Hannah, Ia., a station on the M. & St. L. Ry., to Wausau, Wis., a station on the St. Paul road. The car was routed via Britt, a junction point of the two roads. The rate charged was 24½c per cwt. The shipper not knowing the joint tariff rate via the St. Paul road, supposed the rate would be the same as made by the C. & N. W. Ry., which is 14½c per cwt.

The bill creating a grain harbor at Odessa, Russia, has been passed by the Duma and will probably receive the approval of the Imperial Council. Some time ago, the Odessa Bourse Com'ite sent a special delegation to St. Petersburg to urge the matter. Construction work may be commenced this fall. The Odessa-Bakmach railroad which will be opened for traffic in Nov., 1913, will have a station and grain elevators at the new grain port.

CROP IMPROVEMENT.

A wheat growing contest for boys is the new movement started by the sec'y of the Ohio State Board of Agriculture. The plan is receiving the cordial support of the Ohio Grain Dealers' Ass'n.

H. E. Krueger, champion grain grower of Wisconsin, will address meetings in 27 counties in Michigan on the cultivation of winter rye, in connection with the agronomy department of the Michigan State College of Agriculture.

Indiana Grain dealers in the vicinity of Fort Wayne are endeavoring to secure the establishment of an agricultural station in their section. A meeting held Aug. 6, was addressed by Charles B. Riley, sec'y of the Indiana Grain Dealers Ass'n.

Several counties in Indiana are said to be in conference with G. I. Christie, superintendent of the department of agricultural extension of Purdue University, with a view of taking advantage of the government's offer to pay half the expenses of an agricultural expert in their respective counties.

The methods to follow in improving cereal grains through obtaining better seed, is ably discussed in Press Bulletin No. 56, of the North Dakota Agricultural Experiment Station, by H. L. Bolley. The subject of the article is "Harvesting Grain for Use or Sale as Seed for Sowing Purposes."

Grain dealers are being requested thru the secretaries of their associations and the Crop Improvement Com'ite of the Council of Grain Exchanges, to obtain the signatures of farmers in their vicinity requesting the holding of wheat conferences in their locality. Applications are being made to the agricultural colleges to furnish speakers and demonstrators to attend these meetings.

The wheat improvement train run over the Southern road Aug. 6 to 10, by Purdue university aroused much interest in Indiana. Lecturers on board the train discussed crop rotation, soil fertilization, and other phases of the soil problem. They also advised the farmers how to obtain better seed and the methods to follow in combating the Hessian fly and other insects. About forty towns were visited by the train, 45-minute stops being made.—M.

Forty-eight counties have raised the necessary funds to secure the appropriation of \$1,000 offered by a mail order house to each county that would raise a like amount for the purpose of scientific agriculture. The Crop Improvement Com'ite of the Council of Grain Exchanges, which is directing the extension work, now has on file 200 applications from counties anxious to participate. The states with counties organized for the advanced agricultural work are North Dakota 25, New York 4, Illinois 3, Wisconsin 3, Iowa 2, New Jersey 2, Delaware 1, Michigan 1, Nebraska 1, Kansas 1, and South Dakota 1.

Bankers of 24 states, who met in Minneapolis Aug. 7 and 8 were addressed by J. C. F. Merrill, pres. of the Council of Grain Exchanges, Chicago Board of Trade and J. C. Murray, chairman of the crop improvement com'ite, in regard to promoting scientific methods in bettering crop conditions. The bankers were asked to co-operate in having all agricultural matters relating to education, transportation and commercial interests, under the leadership of one man in each of the respective states. The man ap-

pointed works in conjunction with the U. S. department of agriculture and the state agricultural college. State leaders have now been appointed in all but two of the northern states.

J. H. WILKES DEAD.

After living the life of an invalid for six years as a result of an accident several years before, James H. Wilkes, aged 73, founder of the house of J. H. Wilkes



J. H. Wilkes, Nashville, Tenn., Deceased.

& Co., died July 22 at his home in Nashville, Tenn.

Mr. Wilkes lived in Nashville since the age of sixteen, and the best part of his life was given to the grain business. He was a prominent figure in the business life of Nashville and was a member of the Nashville Grain Exchange. Suitable resolutions of respect were passed by that organization. From its earliest inception, Mr. Wilkes was a prominent and active factor in the building and maintenance of the Grain Exchange. Often occupying official position in the Exchange, he devoted his best efforts to the creation and observance of a broad spirit of brotherly dealing, giving assurance of that fair and friendly co-operation so essential to the greatest success to all concerned. He was prominent in the support of his church and other philanthropies. Strong in his convictions of duty and right—indomitable in his advocacy of his purposes, his energies knew no stop or abatement.

The accident, which was responsible for his death, occurred in September, 1906, when a towerman allowed a railroad crossing gate to fall on him, pulling him from his buggy.

Mr. Wilkes founded the firm of J. H. Wilkes & Co., in 1876, continuing it as a firm until forced to give up active management because of his accident. In January, 1907, the firm was incorporated and the son of Mr. Wilkes took the management. A portrait of Mr. Wilkes is given herewith.

The Russian Duma will be advised by its com'ite to defeat the Russian grain bill, which will establish a state monopoly of the grain trade. On the other hand certain features of the measures have been approved, which authorize the government to erect a series of warehouses and elevators, to organize an extensive system of credit accessible to all classes of agriculturists and to establish grain inspection. A central organ will be established to deal particularly with all questions relating to the grain trade in connection with agriculture.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Commission, the carriers have made the following changes in rates:

Wabash made a grain rate effective Aug. 6 between Chicago and Streator, Ill., 6c.

Grand Trunk quotes a rate of 8c on malt sprouts from Detroit, Mich., to Cincinnati, O., effective Aug. 15.

Santa Fe quotes a rate of 33c on alfalfa meal from Texico, N. M., to Memphis, Tenn., effective Aug. 15.

Canadian Pacific will issue a new rate of 10c on oat hulls from Beachville, Ont., to Akron, O., effective Aug. 21.

B. & O. in Sup. 15 to ICC 8978 quotes rates for grain from its stations to eastern and interior points. Effective Aug. 13.

P., C., C. & St. L. in Sup. 3, ICC P403 quotes grain rates from its stations and connections to C. F. A. points, effective Aug. 15.

C., M. & St. P. in Sup. 1 to GFD 7669A gives new rates on corn, oats and feed from its stations to North Dakota points, effective Aug. 23.

C. & E. Ill. will quote a 15c rate on corn, oats and barley from Danville, Ill., to St. Paul, Minneapolis and Minnesota Transfer, effective Aug. 19.

C., C., C. & St. L. made a rate on grain effective Aug. 1 from Aroma, Beaverville, Bonfield, Booth, Coster, Donovan, Ill., to Lawrenceville, Ill., 10c.

Pa. Co. in Sup. 22 to ICC F249 quotes grain rates from its station to C. F. A. points. Rates were made effective in state Aug. 1, interstate Aug. 15.

I. C. made a 19.7c rate on wheat and wheat screenings to Evansville, Ind., from Onawa, Ia., effective Aug. 5. Corn, rye, oats, barley and screenings, 17.55c.

Missouri, Kansas & Texas make a rate of 29.5c effective Aug. 5 on wheat and its products from Forgan and Knowles, Okla., to Galveston and Texas City, Texas.

Lake Shore & Mich. S. will quote rates from Cleveland, O., to Newberry and Sunbury, Pa., inclusive; barley 10.9c, corn 9.4c, oats 11.5c, rye 10.7c, wheat 10.8c, effective Sept. 1.

St. Jos. & G. I. will install a rate between Grand Island, Neb., Kansas City, Mo., and St. Joseph, Mo., wheat 17c, corn 15c, flaxseed 21c, millet seed 21c, effective Aug. 22.

B. & O. make a rate effective Aug. 1 from Cleveland and Sandusky, O., to Baltimore (Locust Point), Md., barley 9c, corn 7.5c, flaxseed 9.3c, oats 10.9c, rye 8.8c, wheat 7c.

C. & G. W. will make a rate effective Aug. 10 from Council Bluffs, Ia., Omaha and South Omaha, Neb., to New Orleans (for export), wheat 19.5c and oats, barley and corn 18.5c.

I. C. makes a rate effective Aug. 10 on barley, corn, oats, rye, wheat and grain screenings from Woodford, Ill., to Louisville, Ky., New Albany, Ind., and Owensboro, Ky., 11c.

C., B. & Q. in tariff GFO 8086C quotes a new rate on wheat, corn, rye, oats and grain screenings from Missouri and Illinois points to Illinois and Wisconsin points, effective Aug. 25.

Burlington made a rate effective Aug. 5 on corn, rye, oats and barley from Des Moines, Ia., originating beyond, to Kansas City, Mo., Leavenworth, Atchison, Kan., and St. Joseph, Mo., 7c.

Toledo, Peoria & Western quoted a state rate July 22 and will quote an interstate rate Aug. 25 on grain from Chatsworth, Chenoa, Crescent, Eastburn, East Fairbury, Ill., to Chicago, Ill., 6c.

C., N. O. & T. P., in RB2934, DB4676, give rules governing the handling of grain from the north consigned thru or re-shipped from Cincinnati, O., to southeastern territory. Effective Aug. 20.

N. Y. C. & H. R. in A-22999 quotes rates for wheat, corn, rye, barley, oats and flaxseed from elevators at Buffalo, N. Y., to N. Y., N. H. & H., Rhode Island R. R. and Moshassuck V. stations. Effective Aug. 19.

I. C. will quote a rate on barley, oats, corn and rye from Council Bluffs, Ia., Omaha and South Omaha, Neb., originating beyond, to New Orleans, La., for export to European ports, 15½c, effective Aug. 14.

K. C. Southern will make a rate effective Aug. 12, on corn and linseed meal from Kansas City, Mo., Kan., St. Joseph, Mo., Atchison, Elwood, Leavenworth, Kan., and Joplin, Mo., to Sallisaw and Spiro, Okla., 12c.

Frisco makes rate Aug. 10 to Memphis, Tenn., Cairo and Thebes, Ill., from Joplin, Keller, Myric, Team Rex, Branch, Hero, Cagle, Villa Heights, Belleville Branch and Cave Springs, Mo., wheat 17½c, corn 16c, flaxseed 21c, hemp seed 24c.

M., K. & Texas will issue a new rate effective Aug. 12 from Kansas City, St. Joseph, Mo., Atchison, Leavenworth and Elwood, Kan., to Rockport, McMahon, Corra, Lansing, Georgetown, and Copiah, Miss., wheat 33c, corn 32c. (Proportional rates.)

C., R. I. & P. in Sup. 2 to 12349D announces a rate on corn and oats from Des Moines, Ia., when originating at points from which no thru rates are published to Little Rock, Ark., and other Arkansas points, 18c (reduction), effective Aug. 28.

B. & O. in Sup. 1 to ICC 10919 quotes rates on grain and grain products from Sandusky, O. (ex-lake), to Cairo, Ill., 12c (rates apply only on property destined to Cairo, Ill., when received by the I. C. at junctions in the state of Illinois or Indiana), effective Aug. 27.

C., St. P., M. & O. made a rate effective Aug. 3 from Chicago, Coster, Joliet, East Joliet, Peoria and Waukegan, Ill., originating beyond, to St. Paul, Minneapolis and Minnesota Transfer, Minn., on grain, flaxseed screenings and mustard seed screenings, 12.5c.

C. & N. W. will make a rate effective Aug. 10 between Omaha, South Omaha, Neb., or Council Bluffs, Ia., and Kampeska and Henry, S. D., flaxseed and millet seed 24.5c, wheat 20.5c, corn, oats, rye and barley, 19.5c; flour and rye from Watertown, Wis., to Atchison, Leavenworth, Kan., Kansas City, St. Joseph, Mo., 14.75c; Nebraska City, Neb., 15.75c.

Grand Trunk in Sup. 6, R. R. No. 309 gives rates for grain from its stations and connections to Michigan, Ohio, Illinois, Indiana and Kentucky points; also from Detroit, Mich., Toledo, O., and rate points to Illinois, Indiana, and Michigan points. Effective Aug. 15.

S. L. & S. F. in Sup. 4, R. R. 1600 states rules and regulations in shipping grain from East St. Louis, Ill., Kansas City, St. Joseph, Mo., Ohio and Mississippi river crossings to Alabama points, Memphis, Tenn., and Tupelo, Miss. Effective Aug. 21.

Mo. Pac. will quote a rate between Belmont, Mo., and St. Louis, Carondelet, Mo., wheat and corn 10c, East St. Louis, Ill., wheat 11c, corn north bound 10c, south bound 11c; Gale, Thebes, Ill., wheat 10½c, corn 9½c.; to Cairo, Ill., wheat 8c, corn 7c, effective Aug. 22.

N. P. has made a rate effective Aug. 8, on millet seed to Breckenridge, Minn., and Wahpeton, N. D., 27c; to Moorhead, Minn., and Fargo, N. D., 27.5c from Kansas City, Mo.; from Omaha, Neb., to Wahpeton, N. D., and Breckenridge, Minn., 26c; to Moorhead, Minn., and Fargo, N. D., 26.5c.

M. & St. L. announces a rate from St. Paul, Minneapolis and Minnesota Transfer, Minn., originating beyond, to Council Bluffs, Ia., Omaha and South Omaha, Neb., Kansas City and St. Joseph, Mo., Atchison and Leavenworth, Kan., wheat 14¾c, corn, oats, rye and barley 13¾c. Effective Aug. 23.

Erie made a rate effective Aug. 6 on grain to Cleveland, O., from Buffalo, Buffalo Lake, East Buffalo, Black Rock, Lockport, Niagara Falls, North Tonawanda and Suspension Bridge, N. Y., 7½c. To Newton Falls, O., from Cincinnati, O., 8c; from Indianapolis, Ind., to Newton Falls, O., 8½c.

G. N. made a 12c rate effective Aug. 4 between Sioux City, Ia., and Sioux Falls, S. D., on screenings, shorts, bran, grain (except middlings and flaxseed); a rate of 8c on oats from East Grand Forks and Crookston, Minn., to Bemidji, Minn., and a rate of 10c on oat shipments from Bemidji to Hibbing, Minn.

Kansas City Southern will make a rate effective Aug. 12, which will expire Nov. 30, on wheat, corn and oats for export from Council Bluffs, Ia., Omaha, South Omaha and Nebraska City, Neb., to Port Arthur, Texas, 15½c; from Kansas City,



New 30,000-bu. Cribbed Elevator of J. A. McComas at Fortville, Ind. (See facing page.)

Missouri-Kansas, Leavenworth, Atchison, Elwood, Kansas, St. Joseph, Joplin, Neosho, Mo., and rate points to Port Arthur, Texas, Algiers, Gretna, New Orleans, Port Chalmette, and Westwego, La., for export 14½c.

C. & A. make a rate effective Aug. 5 from Kansas City, Mo., and rate points originating beyond, to Union City, Tenn., wheat 25c, corn, oats, rye and barley 23c, bran, feed, alfalfa meal and alfalfa feed 24c, corn meal, hominy grits, brewers' meal, brewers' grits, hominy feed and grain screenings, 24 cents.

C., I. & S. give an 8c rate on wheat, corn, oats and barley from Chicago and Kankakee, Ill., to Vermillion, Ill. When originating at points in Wisconsin, Iowa, Minnesota, North Dakota, and South Dakota, the rate is 7c. Rate of 7c on grain from Kentland, Ind., originating beyond, to Cairo, Ill., effective Aug. 25.

Mo. Pac. in Sup. 1 to 2254B quotes rates for grain between Belmont, Mo., and St. Louis, Carondelet, Mo., East St. Louis (N. B. and S. B.), Gale, Thebes and Cairo, Ill. Effective Aug. 23. In Sup. 4 to 1258E, rates are quoted for grain from Missouri river points to Missouri, Illinois, Tennessee, Alabama, Mississippi and Florida points. Effective Aug. 23.

Wabash has a rate between Clarinda, Finley and Taggart, and Council Bluffs, Ia., flaxseed, 7.5c; wheat, 7.5c; corn, rye, oats and barley, 6.2c; between Clarinda, Finley and Taggart, Ia., and Chicago, Ill., flaxseed 22c, wheat 15½c, corn, rye, oats and barley, 14½c; between Kansas City, Mo., and Clarinda, Finley and Taggart, Ia., flaxseed, 14c; wheat, 11½c; corn, rye, oats and barley, 10c, effective July 23.

Lake Shore & Michigan Southern has a new rate effective Aug. 1, from Cleveland, O., to Baltimore, Md., for export, barley 9c, corn 7.5c, oats 10.9c, rye 8.8c, wheat 7c per bu.; malt and malt sprouts to Cincinnati, O., from Detroit, Mich., 8c, grain such as barley, buckwheat, corn, Kafir corn, milo maize, oats and pop corn, from Genoa, Graytown, Lindsey, Martin, Millbury and Rocky Ridge, O., to Oak Harbor, O., 3c.

I. C. announces a new rate effective Sept. 1 on grain screenings from Washburn, Wis., to Cincinnati, O., Evansville, Jeffersonville, New Albany, Ind., 14½c; Owensboro, Ky., 15½c; feed and meal, al-

falfa, from East Clinton, East Fort Madison, Keithsburg, Rock Island, Savanna, Ill., to Cincinnati, O., Louisville, Ky., and Jeffersonville, Ind., 8c. (Applies only on traffic originating west of the Mississippi river.)

Rock Island made a rate effective Aug. 14 to Little Rock, Ark., from Gordonsville, Minn., Glenville, Albert Lea, Ellendale, Minn., and rate points: wheat 26c, corn 25c; flaxseed from St. Paul, Minneapolis and Minnesota Transfer to Paducah, Ky. (destined Cairo or southeastern territory), 17½c. Rate effective Aug. 8, between Chicago and rate points and Ridgely, Andrew, Central, Athens and Tica, Ill., wheat, rye, oats, corn, barley and articles taking same rates, 8c.

Erie makes a rate effective Aug. 12, which expires Sept. 30, from Buffalo, N.Y., to Port Richmond, Philadelphia, for export, barley 4.3c, corn 4.2c, flaxseed 5.2c, oats 3.5c, rye 4.9c, wheat 4.2c per bu. To Long Dock, Jersey City, N.J., for export, barley and corn 4½c, flaxseed 5½c, oats 3.7c, rye 5½c, wheat 4½c per bu. To Baltimore, Md., for export, barley 4.3c, corn 4.2c, flaxseed 5.2c, oats 3.5c, rye 4.9c, wheat 4.2c per bu. To Boston, Mass., for export, barley 4½c, corn 4½c, flaxseed 5½c, oats 3.7c, rye 5½c, wheat 4½c per bu.

Missouri Pacific will make a rate effective Aug. 11 from Bonnot's Mill, Chamois, Osage, Hermann and Gasconade, Mo. (applies on shipments originating at landings on Osage or Gasconade rivers), to St. Louis, Carondelet, Mo., wheat and corn 7c; to East St. Louis, Ill., wheat and corn 8c; bran and feed 8½c; barley, corn, rye, oats, and wheat to Galveston, Texas City, Texas, New Orleans, Port Chalmette and Westwego, La., for export, from Atchison, Kansas City, Leavenworth, Kansas, St. Joseph and Kansas City, Mo., 14½c; from Council Bluffs, Ia., Nebraska City, Omaha and South Omaha, Neb., 15½c.

The Federation of Grain Dealers Ass'n's will hold a meeting in the La Salle hotel, Chicago, beginning Monday, Aug. 26, and continuing at least two days.

C. H. Kennerly, the expert seedman of Florida and author of several books and treatises on agriculture in the south, opened a seed store in Palatka, Fla., Aug. 1.

AN ATTRACTIVE INDIANA Elevator.

In the arrangement and construction of his new elevator J. A. McComas of Fortville, Ind., decided to spare no pains or expense to make the plant free from unnecessary fire hazards strictly up-to-date, for the handling of grain with the least possible trouble to his patrons. His efforts have been rewarded in the handsome structure appearing in the two engravings herewith.

The rock facing of the galvanized iron covering on the walls relieves the monotony of the flat surface and the front porch with its shed-roof invites the farmer in to talk business.

The elevator is cribbed, 24x36 and 41 ft. high, with a cupola 22x29 adding 25 ft. to the height. At the extreme end of the scale building is a 12x22 flour room, next is the office and next to the main building is the feed room, all three of the same size. The division walls in the office are hard plastered. All three rooms have cement floors. The ear corn crib, 22x40x18, is at the extreme end, and the driveway is 12x85x12. The engine room is of brick.

The 9 bins are cribbed and hopped, 11 ft. square, holding 2,500 bus. each, the corn crib bringing up the total storage to 30,000 bus. The basement is full concrete, making it ratproof, and the roof is covered with galvanized iron of the best quality.

Coal handling facilities are provided. A chain coal conveyor runs from railroad to basement, where the hard coal is elevated to head and spouted into three bins over driveway. Wagons are backed against the side of the driveway and coal is dropped into the wagons thru chutes.

The equipment includes a 45-hp. natural gas Muncie Engine; No. 2 Constant Sheller in basement; No. 23 Constant Combination Cleaner in cupola; Standard Seed Cleaner on first floor; Constant Manlift from basement to elevator heads, around which runs a platform; two stands of elevators with 16 and 18-inch rubber belting; Richardson Automatic Scale; Fairbanks Team and Wagon Scale and one gravity loading spout fed from both elevators.

Richard Gambrill has won the distinction of making the first sale of export oats out of Chicago in about seven years. An eastern exporter bot one lot of 50,000 bus. of 38 pound clipped white oats. Mr. Gambrill also sold the first export lot of new wheat from the 1912 crop, selling the grain several weeks ago to be shipped by the way of the gulf from a point in Kansas.

Shippers and consignees can greatly help themselves, the railways and all other shippers and consignees by loading and unloading all cars delivered to them as expeditiously as practicable. Every time the loading or unloading of a car is needlessly delayed the available supply of cars is needlessly reduced; and no shipper has any right to complain that he is not furnished enough cars if he is by his own acts needlessly and wrongfully reducing the available supply of cars. Commercial organizations cannot render a better service to their members than by urging on them the need for prompt loading and unloading. Cars are furnished for transportation, not for storage; and every one used for storage reduces the number available for transportation.—Paul Garrett, chairman Western Ry. Ass'n.



Driveway Side of J. A. McComas' New Elevator at Fortville, Ind.

Grain Trade News

ARKANSAS.

Little Rock, Ark.—The Lattourrett Grain & Coal Co. has broken ground for a new warehouse which will give it the largest retail grain and coal plant in eastern Arkansas.

CALIFORNIA.

San Pedro, Cal.—The foundation of the elvtr. of the Globe Mills has been completed and work on the elvtr. will be rushed.

CANADA.

Kerrobert, Sask.—The H. F. Grain Co., Ltd., has been incorporated.

Regina, Sask.—The Wm. Grant Grain Co., Ltd., has been incorporated.

Moose Jaw, Sask.—The Southern Elvtr. Co., Ltd., has been incorporated.

Saskatoon, Sask.—R. B. McClean Grain Co., incorporated, capital stock \$1,000,000

Moose Jaw, Sask.—The Belbeck Farmers & Trading Co. is building a 45,000-bu. elvtr.

Carmangay, Alta.—Jno. Taylor and the Natl. Elvtr. Co. are contemplating the erection of elvtrs.

Winnipeg, Man.—The annual meeting of the Northwest Grain Dealers Ass'n was held in this city Aug. 6.

Moose Jaw, Sask.—It is believed that this station will be made a grain inspection point in the near future.

Winnipeg, Man.—The grain commission has appointed Geo. Serls of this city, acting chief weighmaster of western Canada.

Fort William, Ont.—The Fort William Elvtr. Co. has let the contract for a 3,000,000-bu. elvtr. to cost \$700,000 to the Barnett-McQueen Co.

Toronto, Ont.—Thos. Marshall, former chairman of the Canadian Freight Ass'n, has taken up his new duties as traffic mgr. of the Board of Trade.

Port Arthur, Ont.—The Canadian Northern Ry. Co. has let contract to the Barnett & Record Co. for 80 tile tanks, 21x85 ft., with a total storage capacity of 2,250,000 bus.

Montreal, Can.—Grand Trunk Terminals Warehouse Co., Ltd., incorporated; capital stock, \$6,500,000; A. C. Calder, Montreal, incorporator. The company will construct and operate elvtrs., etc.

Weyburn, Sask.—C. A. McBride, mgr. of the Farmers Elvtr. Co. at Wimbledon, N. D., has resigned and will superintend the line of elvtrs. of the Golden West Grain Co., taking charge Aug. 15.

Toronto, Ont.—Rockyford Irrigation Land Co., incorporated to do business as warehousemen and elvtr. proprietors; capital stock \$40,000; incorporators, A. W. Holmstead, W. L. Carr and J. L. Ross.

Winnipeg, Man.—W. J. Dowler, asst. mgr. of the Winnipeg Grain & Produce Exchange Clearing Ass'n, has gone into partnership with Parrish & Heimbecker, grain merchants. He has been succeeded by E. L. Cavanaugh.

Winnipeg, Man.—The Grain Exchange has opened negotiations with the Traders Building Ass'n for a new building to be attached to the one now occupied by the Exchange. More room will be needed when the sample market is established.

Fort William, Ont.—The contract for the new cleaning elvtr. has been let to the Canadian Stewart Co. The plant will be put into operation this winter by the Superior Elvtr. Co., which is closely associated with the Parrish, Lindsay Grain Co.

Gretna, Man.—The Manitoba Elvtr. Commission will dismantle its elvtr. at this station and move it to Durban where it will be re-erected.

Fort William, Ont.—Finding the drying facilities at this port inadequate to handle all the wet grain arriving, the Dominion Grain Commission opened negotiations with the Armour Grain Co. for the use of the floating drier Helena, which has been stationed at Buffalo for the last two months, and it will be sent to this harbor at once.

Winnipeg, Man.—The following resolution was passed at a recent meeting of the Canadian Grain Commission: Large numbers of "no-grade" cars of grain are in the yards at Fort William and Port Arthur, which are in a critical condition, and the ownership of which cannot be ascertained. The board considers that all such cars should be dried without reference to ownership, unless instructions to the contrary have been given to the transportation companies.

Port Colborne, Ont.—To meet the increase in the east-bound lake traffic the government will increase the capacity of its elvtr. at this port from 800,000 to 2,000,000 bus. J. A. Jamieson, who built the elvtr., will have charge of the alterations, which will cost \$200,000. The total rate at Port Colborne, which includes elevating, weighing, storing, loading, shoveling and trimming in vessels' hold or cars, is \$4 per thousand bushels, as against \$7.50 at Buffalo, \$7 at Georgian Bay ports and \$9 at Montreal, not including trimming in hold of ocean steamships.

West St. Johns, N. B.—The contract for the 1,000,000-bu. elvtr. of the Can. Pac. Ry. Co. has been let to the Jno. S. Metcalf Co., Ltd. The elvtr. will be of reinforced concrete, capable of unloading 160 cars in 10 hours, and of shipping to ocean vessels at several different berths. It will be electrically driven, a power plant for the generation of electric power being included in the contract. An extensive shipping gallery system will also be a part of the work. The elvtr. is to be ready for the winter shipping season of 1913 to 1914, and will cost approximately \$500,000.

Winnipeg, Man.—The Grain Exchange decided at a meeting July 30 to establish a sample market. The advisability of the step has been occupying the attention of the government grain commissioners for some time, but it was found necessary to enlist the local Grain Exchange in the work, since a sample market can only be established by the traders at the market, no government regulations in themselves being sufficient for the actual establishment of such a market, as they merely assist the traders and establish conditions under which successful markets can be conducted and maintained.

Calgary, Alta.—The handling of the western grain for the present season was thoroly discussed at a recent meeting of the grain com'ite of the Grain Exchange, and Supt. A. Price of the C. P. Ry. Co., who said that 12,000 box cars and 900 engines would be added to the road equipment at once. Such an addition of rolling stock promises much relief, but the com'ite feels that as long as the clause in the Manitoba grain act, a Dominion-wide measure, allowing the farmers to receive the same consideration on car orders as elvtr., is permitted to stand, there is danger of a shortage, and they will hold a conference with E. J. Fream, sec'y of the United Farmers of Alberta, with a view of making some arrangement with the farmers which will prevent a repetition of the congested situation of last year.

Fort William, Ont.—The new government elvtr. of 3,250,000 bus. capacity will be located immediately west of the Thunder Bay Elvtr., close to the mouth of the McIntyre River. The site which is in Port Arthur has a frontage of 600 ft. and runs 4,000 ft. into the harbor and cost \$90,000. The operating capacity of the elvtr. will be 30,000 bus. in and 50,000 bus. out per hour. A drier with a capacity of 48,000 bus. per day will be installed. The elvtr. will cost \$1,000,000.

The Canadian Grain Commission has made the following rules in regard to handling of damaged grain and fees for such work, requesting that any person opposed to having his grain treated as outlined in the rules, telegraph the commission board at once and also notify all railroads and elvtrs.: All tough, damp, wet, condemned or heating grain will be accepted entirely at owner's risk, for storage and drying, until the same can be dried. Re-elevation, when ordered by the inspector, will be charged for at the rate of $\frac{1}{2}$ cent per bushel for three elevations. All grain, such as specified above, will be handled at owner's risk, and will be subject to $\frac{1}{2}$ cent for three elevations, when ordered by the inspector. The charge will follow the ownership of the grain; and all elevations over the first three will be at the same rate. The shrinkage for the first re-elevation will be one-half of one per cent, and one-quarter of one per cent for each elevation thereafter.

Regina, Sask.—We will build elvtrs. of 30,000 bus. capacity at the following stations: On the Can. Pac. R. R., Archive, Buttress, Bratton, Milden, Stalwart, Simpson, Lipton, Herschel, Liberty, Silton, Penzance, Kedleston, Parkbeg, Markinch, Tregarva, Luseland, Elfros, Craven, Keeler, Cutknife, Fairlight, Rocanville, Amazon, Elstow, Dafoe, Zenith, Radium, Colonsay, Viscount, Foam Lake, Anglia, Broadacres, Dysart, Rockhaven, Expanse, Floral, Strongfield, Mozart, Dunkirk; on the Grand Trunk R. R., Tate, Semans, Talmage, Colfax, Lew Van, Rutan, Punichy, Spy Hill, Rieftstein, Rainton, Brough, Gray, Lindley, Cedoux, Riceton, Eastview, Stony Beach; on the Can. Nor. R. R., Davidson, Kindersley, Netherhill, Humboldt, Waseca, Paynton, Lashburn, Borden, Ryerson, Ruddell, Howell, Beadle, Doonside, Marshall, Birch Hills, Maidstone, Tessier, Aberdeen, Denholm, Harris, Lloydminster, Bethune, Vawn, Meota, Tisdale, Pleasant Valley, Weldon, Vonda. We will also build a 40,000-bu. elvtr. on the Can. Pac. at Earl Grey.—Chas. A. Dunning, mgr. Saskatchewan Co. Op. Elvtr. Co. Ltd.

Winnipeg, Man.—The annual meeting of the Grain Growers' Grain Co. was held during the week of July 22 and was well attended. Pres. J. A. Crerar, in his report, placed the profits for the year ending June 30 at \$121,614, compared with a profit of a little over \$69,000 in 1911. Putting \$60,000 in the reserve fund, which makes a total of \$200,000, a dividend of 10% was paid on the paid-up capital stock. The real estate holdings of the company have increased in value to the extent of \$90,000 in the last year. The subscribed capital of the company is now \$683,000 and the paid-up capital \$586,000. The company handled 28,000,000 bus. of grain during the year, an increase of 10,000,000 bus. Mr. Crerar also spoke of the future development of the company and favored the method of the local unit. Taking the experience of farmers' elvtr. companies in Dakota and Minnesota as an example, he was of the opinion that other classes of merchandise could be successfully handled thru the country elvtrs. He also advocated maintaining a staff of operators at the elvtrs. the year around, to obtain the best results. The stockholders unanimously voted in favor of acquiring terminals at the Head of the Lakes, and decided to lease two elvtrs. at Fort William and Port Arthur. The leasing of the Manitoba government elvtrs. was left to the new executive com'ite, who later closed the deal with the government whereby the Grain Growers' Grain Co. will take over the operation of the government system of 173

elvtrs. Sept. 1, under lease until such a time as a sample market shall be established in this city, at an annual rental of \$66,000, the government to pay all insurance, taxes, assessments and repairs. T. A. Crerar, Winnipeg, has been re-elected pres. of the company; E. J. Fream, Calgary, first vice-pres.; John Kennedy, Winnipeg, second vice-pres., and Wm. Moffat, Souris, sec'y; and R. McKenzie, Winnipeg; Geo. Langley, Maymount, Sask.; F. W. Green and J. A. Maharg, Moose Jaw, and Jno. Morrison, Yellow Grass, Sask., directors.

Montreal, Can.—The harbor commissioners at this port are facing a serious situation in reference to grain storage capacity, as it seems practically impossible to finish Elvtr. No. 2 in time to handle the grain movement this fall. Elvtr. No. 1 is already full and there are from 12 to 15 vessels at anchor in the harbor, unable to unload for lack of storage room. The commissioners attribute the congested condition to the fact that, owing to the London dock strike, 26 vessels less have called for grain at this port than sailed from here with grain cargoes up to this time last year. They place the blame for the present congestion solely on the lack of ocean grain space. Major Stevens says: "The matter as to whether the new elvtr. will be in readiness for the new fall crop is entirely beyond us now, as we are solely in the hands of the mechanics who are under contract to furnish the machinery, which includes the conveyors. Somewhat short of 1,000,000 bus. more grain had been shipped up to the present date last year. The appalling part of the matter is that while there is storage room for 3,750,000 bus. of grain in the harbor, only room for 2,000,000 bus. is at present available for the storage purposes simply for the lack of machinery. George H. Hanna, mgr. of the Montreal Warehousing Co., under whose jurisdiction comes the G. T. R. Elvtr., states that fully one-half million bus. of grain per week have been refused storage at the Grand Trunk Elvtr. this season, for lack of room which they would have had, had no injunction been served forbidding enlargement of its plant."

COLORADO.

Fleming, Colo.—There is talk of a new elvtr. here this fall.—Albert Worthyley, mgr. O. L. Mittin Grain Co.

Towner, Colo.—I have decided to buy grain at this point for the season, and have let contract for a 25,000-bu. elvtr. Work will be rushed. I expect a capacity business this season.—K. S. Jepson.

IDAHO.

Oakley, Ida.—The Oakley Mill & Elvtr. Co. has been incorporated with a capital stock of \$15,000.

American Falls, Ida.—The Evans Co. has let contract for 50,000-bu. cribbed elvtr. adjacent to its present warehouse.

American Falls, Ida.—The Oneida Grain & Elvtr. Co., which recently bot the elvtr. of the Keith-Green Grain Co., will build a concrete elvtr. on the site of the present warehouse.

Gooding, Ida.—We have let the contract for a 100x50-ft. warehouse, with concrete basement 8 ft. high and frame above 10 ft. high. We will handle all classes of products.—W. R. Haddock, mgr. Gooding Fruit & Produce Growers' Ass'n, Ltd.

ILLINOIS.

Newton, Ill.—The Newton Elvtr. Co. has succeeded E. T. Martin.

McLeansboro, Ill.—The Campbell Mfg. Co. is building a large elvtr.

Bookport, Ill.—The Bookport Grain Co. opened its new elvtr. July 27.

Bushnell, Ill.—Geo. Long is adding a cement office building to his elvtr.

Hillsboro, Ill.—The elvtr. of the Neola Elvtr. Co., recently burned, is being rebuilt.

Goodfield, Ill.—The elvtr. of Ellis & Wagner will receive a coat of paint.

Granville, Ill.—We have succeeded Harry E. Surface.—Surface & Packingham.

Ivesdale, Ill.—J. T. Boland has succeeded A. Stratton as mgr. of the Farmers' Elvtr. Co.

Pontiac, Ill.—The Saunemin Elvtr. Co. has recently installed a gasoline engine in its north elvtr.

Sadorus, Ill.—Frank Davis of Mahomet has succeeded John Freeman as mgr. of the Baldwin Elvtr. Co.

Arcola, Ill.—F. F. Munson succeeds me as mgr. of the Farmers' Elvtr. Co.—Ira Franklin, Atkinson, Ill.

Beason, Ill.—The Shellabarger Grain Co. and Earl Crow are having their scales remodeled and inspected.

Danville, Ill.—The case against Earl M. Davis was dismissed by the court and the remaining indictments quashed.

Beardstown, Ill.—Four boys from 14 to 18 years old are alleged to have stolen grain from the C. B. & Q. yards.

Dwight, Ill.—The recently organized Farmers' Elvtr. Co. has bot the elvtr. recently operated by Austin Gibbons.

Hermon, Ill.—I have succeeded J. F. Smith as mgr. of the Farmers' Grain, L. S. & Co-op. Ass'n.—A. F. Bjorklund.

Washington, Ill.—The old Miles Elvtr. is being remodeled into a cement block factory and carpenter shop by Wm. Smith.

Walker, Ill.—Homer Andrews, mgr. of the elvtr. of R. B. Andrews, was recently married to Miss Mamie Walker of Macon.

Ogden, Ill.—Frank Supple, of Bloomington, will build a 15,000-bu. corn elvtr., containing 4 bins, just east of the present elvtr.

Evans sta., Wenona p. o., Ill.—The elvtr. of E. Haugens burned July 28, sparks from passing C. & A. engines causing the blaze.

Booth, Ill.—The Illinois Railroad Commission has ordered a switch constructed for the Mazon Farmers' Elvtr. Co. at this station.

Decatur, Ill.—Jno. Freeman, formerly mgr. of the Baldwin Elvtr. Co. at Sadorus, has purchased an interest in C. A. Burks & Co.

Alvin, Ill.—The home of Cicero Allison, owner of the Allen Elvtr., burned to the ground at 10:30 a. m. Aug. 5; loss \$2,500 with no insurance.

Weston, Ill.—Chas. F. Hurburg of Galesburg and C. E. Graves of this city have bot the elvtrs. of the Shearer Grain Co. and F. L. Churchill.

Alvin, Ill.—Miller & Davis were succeeded by Arnold & Co., which later became Arnold Bros., and is now in my name.—Geo. C. Arnold.

Blue Mound, Ill.—C. T. Moore, formerly mgr. of the Stonington Farmers' Grain Co., has bot the elvtr. of the National Elvtr. Co. and is personally operating it.

Virden, Ill.—The new 20,000-bu. elvtr. of J. N. Hairgrove has been finished and is now in operation. It is operated by two electric motors, one of 15 and one of 20 h. p.

Eldena, Ill.—Workmen are now making repairs necessary to put the elvtrs. recently purchased by the B. P. Hill Grain Co., from our estate, in good running order.—F. C. Glessner.

Paxton, Ill.—Work on the new elvtr. of Chas. Shelby is being pushed to the limit in order to have the elvtr. ready for the new crop. The old Bruyn Elvtr., which he owns, will be torn down.

Seneca, Ill.—Lightning struck the wires and set fire to an electric light pole, which in turn fired the elvtr. of the M. J. Hogan Grain Co. The sides of the building were badly scorched but the elvtr. was saved.

Prairie Center, R. F. D. Troy Grove, Ill.—The Triumph City Grain Supply Co., largely composed of farmers of this vicinity, will hold a meeting Aug. 17 to consider the question of building an elvtr.

Waterman, Ill.—The Wakefield Grain Co. has succeeded G. W. Wakefield.—Roy Wakefield.

Atkinson, Ill.—Ira Franklin, mgr. of the Farmers' Elvtr. Co. at Arcola for the last seven years, is now mgr. of the Farmers' Grain Co. at this station. The new position carries an advance of \$35 a month in salary.

Hooperston, Ill.—E. E. Staninger has been made defendant in a suit brot by Mrs. Lambert Moninger to recover \$6,140 alleged to have been used to finance the Traders' Stock & Grain Co. of Indianapolis.

Bloomington, Ill.—Jno. B. Savage died July 22 at the age of 68 years. Mr. Savage at one time had charge of a mill at LeRoy and was the first grain buyer in that section of the country, operating at Sabina.

Ivesdale, Ill.—H. I. Baldwin & Co. on July 20 completed their new elvtr. at a cost of \$12,000. It has a capacity of 30,000 bus. and is fitted with the most up-to-date machinery. Thos. S. Schultz is in charge.

Atkinson, Ill.—The elvtr. of the Farmers' Elvtr. Co., now in the course of construction, was struck by lightning on the afternoon of July 30 and four workmen were slightly burned. The damage to the elvtr. was small.

Peoria, Ill.—G. L. Bowman, formerly of Sycamore, has taken offices in the Easton Bldg. and will conduct a grain commission business under the title of Geo. L. Bowman & Co. He has purchased a Board of Trade membership.

Tremont, Ill.—Samuel Schmutz, son of H. L. Schmutz of the Farmers' Mutual Grain Co., was married to Miss Jennie Speck July 16, at Warren, Minn. Mr. Schmutz was for a time his father's assistant at the elvtr.

Colchester, Ill.—The elvtr. of Samuel Hoar, one of the oldest landmarks in the city, burned at 2:45 a. m., July 31. The elvtr. had not been in use for some time and contained no grain. It was a total loss, the insurance being \$1,500.

Princeton, Ill.—Altho the erection of the elvtr. of the Farmers' Elvtr. Co. has been greatly delayed on account of failure to receive the lease from the Ry. Co., it is expected that it will arrive at an early date and work will be started at once.

Genoa, Ill.—P. A. Quanstrong has bot the old Olmstead elvtr. property, which has not been in use for a number of years. The elvtr. will be covered with iron, a 50-h. p. electric motor and new grinding machinery will be installed, and all necessary repairs and improvements made.

Cramer, Ill.—The safe in the office of E. H. Kessler & Co. was blown open with dynamite at 11 p. m. Aug. 6, but the burglars found only a few stamps and checks, which they did not take. They had their trouble for their pains and the joke was on them in that the safe was not locked, and had they tried it before blowing it open they would have saved the dynamite used.

Penfield, Ill.—Jno. Woods of Gifford has traded 97½ acres of land near Bismarck, on which there is a \$5,000 mortgage, for the elvtr. of H. C. Bear & Co., taking possession Oct. 1. He also owns and operates elvtrs. at Dillsburg, Gifford and Armstrong. H. C. Bear, who is retiring from the grain trade, has been in the business since 1881, and his partner, G. W. Hadden, who also retires, has bot grain for the last 18 years.

Kasbeer, Ill.—John T. Zink, manager of the Farmers' Elvtr. here, was placed under arrest Aug. 5 on the charge of embezzling \$3,300 from the elevator at Otho, Ia., of which he was formerly manager. When arrested Mr. Zink said he was at a loss to account for the alleged shortage found in his accounts at Otho by the expert accountant. He protested his innocence and, waiving extradition, accompanied the sheriff back to Otho, where he said he would be able to account for the shortage.

The GRAIN DEALERS JOURNAL.

Greenview, Ill.—The 25,000-bu. elvtr. of Edwin Beggs of Ashland has been finished and is receiving grain. The new elvtr. has 10 large bins and five dumps; two electric motors, one of 20 h. p. and one of 15 h. p., drive the machinery. The basement is concrete and the building practically fireproof. Geo. Rayburn is mgr.

Farmer City, Ill.—P. D. Getty & Co. sold their two elvtrs. on the I. C. R. R. Aug 3 to Weedman & Parret and the directors and others of the Farmer City Grain Co., possession being given Aug. 12. The Farmer City Grain Co., by lease, will operate these two elvtrs., also the elvtr. belonging to Amos Weedman and Chas. D. Parret on the Big 4 R. R., known as the Cleveland Grain Co. Elvtr. The present management will be retained.—The Farmer City Grain Co., Chas. D. Farret.

Avon, Ill.—Bader & Co. of Vermont have leased the elvtr. recently purchased by Yeoman & McGarraugh from J. H. Dole & Co., Yeoman & McGarraugh having operated it only since July 1. Bader & Co. will also take over the leases held by them on the elvtrs. of J. H. Dole & Co. at Prairie City and St. Augustine. This will give Bader & Co. a line of 9 elvtrs., located at the three stations named, Astoria, Rushville, Table Grove, Vermont, Littleton and Lewistown. F. D. Austin will be mgr.

Fletcher, Ill.—Our west elvtr., containing 6,000 bus. of grain, burned to the ground July 20, the fire starting from a spark from the train. We owned both elvtrs. at this station and will rebuild the burned one at once, having let the contract for a strictly modern 25,000-bu. house, equipped with all the latest facilities, to the Newell Constr. Co. The heat from the fire was so intense that it heated the sidetrack so that it expanded and bent the rails 2½ ft. out from the elvtr.—Hawthorne Grain Co., Bloomington.

Irwin, Ill.—The elvtr. on the Ill. Cent., owned by Thos. Ferris and managed by him for the account of R. F. Cummings, burned recently, with the office and a private bank. Loss about \$5,000, insured. Mr. Cummings lost \$3,000 on grain, insured. The latter's business goes on uninterrupted, as the large elvtr. owned by him at the same station has ample facilities. Mr. Ferris will rebuild an elvtr. of the very best construction as soon as details of the lease of site can be arranged, and is it possible Mr. Cummings may be a partner in the enterprise.

Mattoon, Ill.—Nine or ten holes were bored with a gimlet in the door of the sheller room of the elvtr. of the Mattoon Farmers' Grain Co., during the night of July 28, in an attempt to burn the elvtr. The holes were spaced in a circle and the piece knocked out, the worker standing on the ground, between a freight car and the building, and boring the holes on a level with his head in the lower part of the door. Thru this hole greasy rags were thrown on the floor and a match applied, the hole then being stuffed with an ear of corn to hide the flames, but the building did not catch fire, the floor and walls being slightly scorched. The attempt was discovered by Mgr. Jno. Quinn in the morning and is believed to be spite work. A reward of \$100 has been offered by the company for the detection and conviction of the culprit.

CHICAGO NOTES.

Harry G. Smith is now associated with Crighton & Lasier, who have been in the grain commission business for the last 30 years.

CHICAGO CALLERS: J. A. McCreery, sec'y Illinois Farmers Grain Dealers Ass'n, Mason City, Ill.; J. I. Pavey, Indianapolis, Ind.; Ira Franklin, Atkinson, Ill.; Harry W. Kress, Piqua, O.

An official reporter has been named by the Board of Trade to record all transactions made in grain to go to store in regular warehouses on the outer southeast side of the wheat pit. This carries out A. J. Lichtstern's request that these trades be made openly.

Lipsey & Co. have been admitted to membership in the Board of Trade Clearing House.

A price of 46½c, plus a penalty of 3c, making 49½c, or 1½c under the close, has been fixed by the com'ite of three for the settlement of 15,000 bus. of oats sold by S. F. Scattergood & Co. of Philadelphia thru the Nash-Wright Grain Co. to Lamson Bros. & Co., on which default was made in delivery.

The Acme Malting Co. has ordered a 2,000-bu. per hour barley-cleaning and grading system, including a Eureka Compound Driven Barley Patent Separator, three of the largest size Rich Patent Barley Graders, one 15,000 bus. Eureka Compound Driven Malt Cleaner and two automatic dust collectors from the S. Howes Co.

The first car of new wheat to reach this market arrived Aug. 8 from Illinois, grading No. 4 and selling at 90c. Last year the first wheat arrived July 22, grading No. 2 and selling at 97c. Another car received on the same day from Iowa graded No. 2 spring and weighed 60½ lbs. It was consigned to B. S. Wilson & Co. Another car graded No. 2 velvet chaff and weighed 60 lbs., while a fourth car consigned to Rumsey & Co. graded No. 3 velvet chaff and weighed 50 lbs., being mixed with oats.

July oats were congested, and on the last day of the month one commission firm, acting under instructions of the customer, defaulted on the delivery of 15,000 bus., leaving the price to be settled under the rule of the Board, adopted long since but applicable now for the first time, and under which Pres. Bunch appointed C. B. Pierce, J. C. Murray and S. P. Arnot the special com'ite to fix the settlement price. The com'ite, under the rule, has wide discretion to consider all factors making up the fair value, and may add a penalty of 5 to 10 per cent.

Receipts of grain at Chicago during July included 3,435,100 bus. of wheat, 5,945,200 bus. of corn, 5,849,100 of oats, 51,100 of rye and 262,500 bus. of barley; compared with 12,070,300 bus. of wheat, 5,092,550 of corn, 6,945,100 of oats, 53,200 of rye and 630,000 bus. of barley received in July, 1911. Shipments for the month included 2,659,308 bus. of wheat, 6,299,129 of corn, 6,088,200 of oats, 15,500 of rye and 70,700 bus. of barley; compared with 2,541,875 bus. of wheat, 8,022,385 of corn, 7,820,868 of oats, 23,300 of rye and 125,250 bus. of barley shipped in July, 1911.

Climbing to the top of the Insurance Exchange Bldg. by means of the fire escape, two 15-year-old boys amused themselves by throwing rocks and pieces of cement across the street, thro the skylights above the trading floor of the Board of Trade Bldg. Fortunately the bombardment did not start until after the trading hour, and only a few brokers were on the floor at the time. Undoubtedly many would have been injured by the missiles had the boys started their display a few moments earlier. About 50 pieces of the rock and cement, many of them as large as a man's fist, were picked up on the floor of the Exchange and the skylight. Several of the costly stained glass windows covering the Exchange Hall were broken.

The prompt release of box cars is the subject of Bulletin No. 176, issued Aug. 6 by C. B. Pierce, chairman of the Transportation Com'ite of the Board of Trade. The bulletin reads as follows: It is practically certain that the volume of traffic thruout the country will be greater this fall than the railroads can possibly handle promptly, and therefore we will be confronted with a serious car shortage. The shipping public should co-operate with the railroad companies to secure the greatest possible efficiency from the available car supply, and to this end members are urged to release cars with the least possible delay. It is further suggested that the members send copies of this bulletin to country shippers in an effort to secure the co-operation of all in the prompt handling of box car equipment.

August Vallintyne, a laborer, 60 years old, while working on a scaffolding at the malt house of Albert Schwill & Co., slipped and fell 50 ft. down an air shaft, sustaining fractures of the leg and shoulder, in addition to internal injuries.

J. C. F. Merrill, recently appointed sec'y of the Board of Trade to succeed the late Geo. F. Stone, was presented Aug. 2 with a huge bunch of American beauty roses by former Pres. Hiram N. Sager, in behalf of the members of the Exchange.

New members admitted to the Board of Trade are Frank Haines, Harry G. Smith, Richard P. O'Donnell and Lewis G. Vincent. The following memberships have been posted for transfer: Roger J. Mott and John J. Page. Memberships are selling at \$2,350 net.

A banquet and reception will be tendered the survivors of the Board of Trade Battery and three regiments that answered the call of Pres. Lincoln for more troops in July, 1862, by the Board of Trade, Aug. 22, on the 50th anniversary of their departure for the front. The 300 survivors are scattered thruout the country, but an effort will be made to have them all attend the reunion, which will be held in the Exchange Hall and which will be their first meeting since they were mustered out at the close of the Civil war. Capt. I. P. Rumsey, head of Rumsey & Co., captain of Taylor's Chicago Battery during the war, and C. H. Taylor, also a veteran, were instrumental in bringing the matter before the members of the Board. The Board of Trade Battery was first captained by James H. Stokes, afterward promoted to the rank of major in charge of artillery reserves, who was succeeded by Geo. I. Robinson. The only surviving officer, according to M. C. Young, pres. of the Board of Trade Memorial Ass'n, of surviving battery members, is Lieut. Henry Bennett of Topeka, Kan. The three regiments were known as the First, Second and Third Board of Trade Regiments, and were the 72d, 88th and 113th regiments of Illinois volunteer infantry, respectively. The com'ite in charge is composed of Directors F. B. Rice, L. H. Freeman and E. F. Leeland.

INDIANA.

Decatur, Ind.—G. T. Burk has installed a 10-h. p. motor in his elvtr.

Plymouth, Ind.—E. N. Cook has placed his new elvtr. in operation July 15.

Culver, Ind.—Hawkins & Marshall bot us out June 1.—Culver City Grain & Coal Co.

Beeson sta., Milton p. o., Ind.—T. J. Conrad has bot the elvtr. of the Beesons Sta. Grain Co.

Seafield, Ind.—The new elvtr. of Schlademan Bros. has been finished. H. C. Clark had the contract.

Fort Wayne, Ind.—Krause & Apfelbaum of Columbia City are building a large elvtr. in this city.

Fort Wayne, Ind.—The hay and storage barn of S. Bash & Co. burned recently, with a loss of \$20,000.

Franklin, Ind.—Raymond H. Sellers has bot an interest in the firm of Valentine & Valentine, grain dealers.

Fountaintown, Ind.—Jas. Hanna of Fountaintown has bot the interest of T. H. New in the Fountaintown Elvtr. Co.

Woodburn, Ind.—We have installed a new 2,000-bu. Richardson Automatic Scale.—E. R. Moses, mgr. Woodburn Elvtr. & Mfg. Co.

Kentland, Ind.—I will manage the recently purchased elvtr. at this station.—E. A. Benedict, Benedict & Harmon, Oxford, Ind.

Hobbs, Ind.—A. B. Cohee & Co. of Frankfort have bot the elvtr. of W. S. Richey. They also own an elvtr. at Bringhurst.

Bowers sta., Decatur p. o., Ind.—Malsbury & Cox, who recently sold their elvtr. at Darlington, have bot the elvtr. of Jordan & Teagarden.

Evansville, Ind.—We have dissolved as an incorporated company, but will continue in business as a partnership concern.—Melrose Mfg. Co.

Worthington, Ind.—The first car of 1,12 Indiana wheat was shipped from this station by the Worthington Elvtr. Co. The car contained 1,000 bus., grading No. 1 and selling for 92c.—F.

Terre Haute, Ind.—A \$50,000 mortgage has been placed on the plant of the Vigo Elvtr. Co. by Paul Kuhn, pres., to protect a bond issue for a like amount, the money secured on the bonds being used to pay outstanding obligations.

Delphi, Ind.—We are at present out of the grain business. We have no successors, as our elvtr. was totally wrecked last October, when a heavily loaded freight train plunged into it, and we have not rebuilt it.—Donlin & Ryan.

Indianapolis, Ind.—The first car of new oats to reach this market arrived last week, consigned to Bert A. Boyd. The oats were dirty and badly stained, grading No. 4, testing 29 lbs. and selling at 45c. The car was shipped from Ben Davis.—M.

Royal Centre, Ind.—The front part of the north elvtr. of Sims & Ashbaugh is being raised 10 ft. in order to give greater bin room, and the cupola will also be raised considerably so that the capacity of the elvtr. will be doubled when the improvements are completed. H. C. Clark has the contract.

Terre Haute, Ind.—Bert J. Prater, formerly in the grain commission business at Indianapolis, is defendant in a suit filed in the Federal Court, in which it is claimed that he has placed on the market flour branded "Golden Flour" in violation of the trade-mark rights of Wells-Abbott-Nieman Co. of Schuyler, Neb.

Wabash, Ind.—Max Morrow, 9 years old, and Frank Jackson, 11, were playing in a corn bin in the elvtr. of the Morrow Grain Co. when a shoot leading from the bottom of the bin was opened to load a car and the boys were drawn down to the bottom of the pit and were suffocated under 1,000 bus. of grain. The bodies were not recovered for an hour, tho every effort was made to reach them. A third boy escaped and gave the alarm.

IOWA.

Chariton, Ia.—The new elvtr. of G. J. Stewart & Co. is almost completed.

Barnes City, Ia.—The Farmers Elvtr. Co. has bot the elvtr. of T. Harris & Co.

Libertyville, Ia.—The Farmers Elvtr. Co. has let the contract for a \$4,000 elvtr.

Williams, Ia.—The Farmers' Elvtr. Co. is installing a Fairbanks' Automatic Scale.

Plum Creek, Ia.—Geo. Miller of Bancroft will build an elvtr. at this station.

Scranton, Ia.—Davis & Milligan are repainting their elvtr. and making extensive repairs.

Ashton, Ia.—R. C. Yappen is mgr. of the Farmers' Elvtr. Co.—R. M. Yappen, ass't mgr.

Plymouth, Ia.—A. L. Holroyd has succeeded Jno. Sutton as mgr. of the Farmers' Elvtr. Co.

Orange City, Ia.—The Farmers' Elvtr. Co. is installing a Fairbanks' Automatic Scale in its elvtr.

Matlock, Ia.—The Farmers Elvtr. Co. is installing a Fairbanks' Automatic Scale and a 9-h. p. engine.

Grafton, Ia.—The elvtr. of the Hunting Elvtr. Co. has been rebuilt and will soon be ready for business.

Hinton, Ia.—The Farmers' Co-op. Elvtr. Co. will add a Sidney Manlift to the equipment of its new elvtr.

Pocahontas, Ia.—E. M. Richards has secured a site and will build a 25,000-bu. elvtr.—H. M. McEwen, Marathon.

Hamlin, Ia.—A 16x24-ft. addition is being added to the elvtr. of Peter Nelson, increasing the capacity of the plant 10,000 bus.

Mapleton, Ia.—The elvtr. of the Northwestern Elvtr. Co. at this station will be reopened under new management.

Bagley, Ia.—The foundation of the elvtr. of the Farmers' Elvtr. Co. has been completed and the building will be rushed.

Marshalltown, Ia.—The Bowles & Billings Grain Co. has bot the grain business of W. H. Sloppy, taking possession Aug. 1.

Burlington, Ia.—It is rumored that the Armour Grain Co. of Chicago is negotiating for the elvtr. of the C. B. & Q. Ry. Co. at this city.

Duncomb, Ia.—The Farmers' Elvtr. Co. is remodeling its elvtr. and putting in new bootpan. The Younglove Constr. Co. is doing the work.

Spirit Lake, Ia.—D. F. McFarland has traded the Spirit Lake Mill & Elvtr. for a half section of irrigated farm land, 20 miles west of Denver, Colo.

Beaman, Ia.—The 25,000-bu. elvtr. of the Farmers' Elvtr. Co. is finished, and Mgr. Weir is receiving grain. The Younglove Constr. Co. had the contract.

Carnarvon, Ia.—A. J. Graham of Carroll has purchased the elvtr. of S. H. Parsons and will handle grain, coal, seeds and livestock.—F. H. Culbertson, Carroll.

Sibley, Ia.—We have built a new warehouse in addition to our elvtr. for flour and will install a Monitor Cleaner.—J. C. Broughton, mgr. Farmers Co-op. Elvtr. Co.

Blencoe, Ia.—We have let the contract for our new elvtr. to the W. N. Claus Co., the elvtr. to be completed Oct. 15.—G. A. Arnold, mgr. Blencoe Farmers' Elvtr. Co.

Davenport, Ia.—The Iowa Grain & Mfg. Co. has been dissolved by mutual agreement of the stockholders. The incorporators were M. Rothschild and J. H. Holliday.

Clutier, Ia.—A. L. LeFevre has resigned as mgr. of the Farmers' Lbr. Co. and will go to Kiester, Minn., where he will have charge of the Independent Grain & Lumber Co.

Pocahontas, Ia.—The Farmers' Grain & Coal Co. is building a 25,000-bu. elvtr. and installing a Sidney Manlift and Hall Distributor. The Younglove Constr. Co. has the contract.

Chapin, Ia.—Mr. Burwell of Hampton was elected at a recent meeting to succeed O. E. Gridley as mgr. of the Farmers' Elvtr. Co., Mr. Gridley retiring on account of ill health.

Badger, Ia.—The Farmers' Elvtr. Co., having outgrown its present elvtr., has let the contract for a 16,000-bu. elvtr. to adjoin the present building, to the W. M. Claus Constr. Co., the cost to be \$4,000.

Malcom, Ia.—The 25,000-bu. elvtr. of the Farmers' Elvtr. Co. is complete and is ready for business. The building is 27 ft. square and 60 ft. high. It is arranged that it can be operated by one man, everything being up-to-date in every respect. W. E. Johnson of Farnhamville is mgr.

Shenandoah, Ia.—We have just opened for business and will ourselves operate our plant, which we formerly leased to Geo. Van Buskirk. C. W. Fishbaugh is pres. of our company; E. A. Fisher, sec'y, and I am mgr.—I. G. Holdridge, Grain Growers Elvtr. Co., formerly Grain Consumers Elvtr. Co.

McNally sta., Hawarden p. o., Ia.—The Farmers' Elvtr. Co. has been organized with a capital stock of \$25,000 and has let contract to the Younglove Constr. Co. for a 25,000-bu. elvtr., to be equipped with a Fairbanks' 8-h. p. Gasoline Engine, Sidney Manlift and Howe 5-ton Wagon Scale. D. E. Schuetz is pres. of the company and Orange Schuetz, sec'y.

Dinsdale, Ia.—The Farmers' Elvtr. Co., incorporated, with a right to begin operations when \$4,500 has been subscribed; capital stock, \$10,000; Claus Ehlers, pres.; J. C. Owens, sec'y, and C. G. Blochwitz, treas. The new company has bot the elvtr. of the Iowa Grain Co., but will also build an elvtr., having let contract to the Newell Constr. Co. for a 15,000-bu., up-to-date house, to cost \$3,000.

Manson, Ia.—Mr. Ritter of Greene is now mgr. of the Manson Co-op. Elvtr. & Grain Co., succeeding Mark Case. I have decided not to take the position.—Clark W. Kellogg.

Sac City, Ia.—J. B. Adams of Omaha bot the elvtrs. of Conger, Ball & Co., located at this station, Galva and Schaller, possession being given Aug. 1. Mr. Adams will retain the present local mgrs. The sale does not affect the wholesale seed business of the company in this city, which W. H. Ball will continue to manage, Mr. Conger having decided to make his home in California and to retire from the elvtr. business.

Dana, Ia.—A lighted match, carelessly thrown into the gasoline room of the elvtr. of Brenton & McCall, July 25, caused an explosion which destroyed the elvtr. and that of the Western Elvtr. Co., together with several other buildings, causing a property loss of \$32,000. The Western Elvtr. contained 6,000 bus. of grain, much of it this year's crop, and five days after the fire the grain was still smouldering and in danger of bursting into flames. The water supply of the town has been exhausted and the M. & St. L. Ry. Co. has brot in several carloads of water to be used in case of emergency. The loss on the Brenton & McCall Elvtr. and contents is placed at \$15,000 and that of the Western Elvtr. at \$12,000. Fred Brown, mgr. of the McCall Elvtr., was slightly burned.

Lake City, Ia.—T. H. French, mgr. of the Lake City Grain Co., has resigned and will represent the Mereness & Potter Co. of Milwaukee on the road, thru northwestern Iowa, southern Minnesota and South Dakota. Mr. French is an experienced grainman, practically having spent his entire life in the grain business in the states of Illinois and Iowa, and is thoroly familiar with country conditions and the needs of the average country shipper, and therefore ought to prove a valuable man in his new position, not only to his firm, but to his country customers as well. He has aligned himself with one of the younger firms of Milwaukee, but one which has made a very rapid growth during the past year and which already enjoys a wide acquaintance and a large amount of business in the territory in which he will work.

KANSAS.

Hutchinson, Kan.—The Golden Grain Co. is no longer in business.

Clyde, Kan.—P. H. Mahan is not a regular grain dealer here.—L. A. K.

Coldwater, Kan.—The elvtr. of the Morrison Grain Co. has been finished.

Mayetta, Kan.—The Mayetta Elvtr. Co. has bot the elvtr. of S. J. Thompson.

Columbus, Kan.—The 15,000-bu. elvtr. of Stauffer, Commack & Co. has been completed.

Almena, Kan.—M. S. Mellor has succeeded F. C. Kellogg, deceased, in the grain business.

Argonia, Kan.—The elvtr. of the Hunter Mfg. Co. of Wellington, now under construction at this station, will soon be completed.

Leavenworth, Kan.—The concrete work of the 250,000-bu. elvtr. under construction for the J. C. Lysle Mfg. Co. will be finished in a few days.

Cairo, Kan.—The elvtr. recently purchased by the Millers' Grain Co. at this station was formerly operated by McGruder & Harding.

Olathe, Kan.—The Hadley Mfg. Co. has partly rebuilt its elvtr. and will also erect a 30x70-ft. brick and concrete warehouse and an office.

Winfield, Kan.—I have just formed a partnership with John Rawlins and we will be ready for business Aug. 10.—Perry C. Smith, Kansas City, Mo.

Phillipsburg, Kan.—The Phillipsburg Mill & Elvtr. Co. has purchased the elvtrs. of the J. Rosenbaum Grain Co. at Edson, Goodland and Ruleton, Kan.

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Clearwater, Kan.—T. J. Macredie & Son is the only firm of this family in the grain business here, and mail intended for the grain firm shud be so addressed.

Gretna, Kan.—The recently organized Gretna Grain Shipping & Merc. Ass'n has purchased one of the elvtrs. here. A. D. Rumbaugh is mgr. for the new company.

Sawyer, Kan.—Last December I bot out the heirs of A. R. Clark, who died two years ago, and have elvtrs. at Croft, Zenda, Nashville, Isabel and Spivey.—W. E. Clark.

Bloom, Kan.—The recently organized Southwest Grain Co. of Hutchinson will build the first of a string of elvtrs. southwest of that city on the Rock Island, at this station.

McPherson, Kan.—I have leased the elvtr. of the Lindsborg Mill & Elvtr. Co. at Hilton and will engage in the grain business there and at Elisa, with my office in this city.—F. P. Hawthorne.

Ludell, Kan.—G. H. Bacon has accepted the position of mgr. for the Gooch Mfg. Co. and I have taken charge of the elvtr. of the Central Granaries Co. I was formerly with the Duff Grain Co.—A. C. Sipe.

Concordia, Kan.—The plant of the Concordia Mfg. Co., now under construction, will have a daily capacity of 650 bbls. and storage room for 100,000 bus. It will be equipped thruout with machinery made by the Wolf Co.

Hutchinson, Kan.—The O'Neill-Kaufman-Pettit Grain Co. has filed suit against the Rock Island Ry. Co. for damages amounting to \$18.46, alleging a shortage of 5,680 lbs. of coal shipped from New Mexico to Kingsdown via the R. I.

Hutchinson, Kan.—The Golden Grain Co. is still lessee of the Robert Bailey Elvtr. here, but it is now being operated by the Hutchinson Warehouse Co., to which it is subleased by the grain company for the unexpired term of its lease, which runs to Nov. 1, 1912.—Bailey Grain Co.

Cummings, Kan.—It was incorrectly stated in this column July 25 that the Cummings Elvtr. Co. had succeeded me. I have let Mr. Good take the house on joint account and we will operate under the name of Good & Coryell. Mr. Good doing the buying and I the selling.—L. L. Coryell, Auburn, Neb.

Topeka, Kan.—At the recent annual meeting of the Kansas Grain Grading Commission in this city only minor changes were made in the grades, the only important change being the rule that No. 2 dark hard winter wheat must not contain more than 10% of yellow berries. In the past no yellow berries were allowed to grade. The word "types" was substituted for "variety" in wheat grading, so that yellow and dark wheat may be of different types of the same variety of wheat. J. G. Maxwell, McPherson; Thos. Page, Topeka; A. T. Rogers, Beloit, and B. L. Gorden, state grain inspector, were the members present.

Columbus, Kan.—Stauffer, Cammack & Co. have finished the 15,000-bu. elvtr., erected just south of the old elvtr., and have equipped it with up-to-date machinery, consisting of wagon scales, drag conveyors, elvtr. buckets, automatic scales, a cleaner with a capacity for 15,000 bus. per hour and a sheller of 500 bus. per hour capacity, and a scourer. A turnhead on the ground floor conveys the grain into any one of 10 bins, 5 of which are 30 ft. deep and have a capacity of 2,000 bus. each; the other 5 are subdivided into smaller bins. The foundations and engine room are of cement and the elvtr. is covered with corrugated galvanized iron. A warehouse, also of fireproof construction, with a capacity for 25 carloads, 30x80 ft., has also been erected. The old elvtr. will be used as a storeroom. This fall the grounds around the plant will be improved with trees, and grass seed will be sown, so that next summer the place will present a most inviting appearance. The firm is composed of L. T. Cammack, S. K. Stauffer and D. W. Robeson, and buys grain at Scammon, Minn. and Neutral.

St. Marys, Kan.—We have just started our new 20,000-bu. elvtr. and will install an Ehrlsam Roller Mills Grinder, Automatic Scale, Cleaner and Manlift.—J. J. Merrillat, mgr. St. Marys Grain Co.

WICHITA LETTER.

Pres. Jule G. Smith of the Terminal Elvtr. Co., Fort Worth, Tex., will open an office in this city.

L. H. Harrod of the Harrod-Harrod Grain Co. has sold his interest to J. R. Harrod, the firm being dissolved, and will engage in the grain business under the name of Harrod & Co.

L. H. Harrod has bot the Board of Trade membership of Hilbert Kaufman, and Jule G. Smith, pres. of the Terminal Elvtr. Co. of Ft. Worth, Tex., has bot the membership of C. B. Gaunt.—Jas. H. Sherman, sec'y.

Receipts of grain at Wichita during July included 1,925,400 bus. of wheat, 36,000 of corn, 5,000 of oats, 16,000 of kafir, and 5,000 bus. of rye. Shipments for the month included 1,438,800 bus. of wheat, 24,000 of corn, 5,000 of oats, 14,000 of kafir corn, and 5,000 bus. of rye.—Jas. H. Sherman, sec'y.

KENTUCKY.

Lexington, Ky.—Work has been started on the seven-story elvtr. of the Elmen-dorf Coal & Feed Co. It will cost \$25,000.

LOUISIANA.

Exports from New Orleans in July included 1,164 bus. of wheat, 228,928 of corn and 8,118 bus. of oats, compared with 60,030 bus. of wheat, 148,184 of corn and no oats exported during July, 1911. Total exports since Sept. 1, 1911, amount to 541,570 bus. of wheat, 3,937,148 of corn and 44,756 bus. of oats, compared with 215,942 bus. of wheat, 6,634,748 of corn and no oats in the corresponding period of 1910-11.—W. L. Lucheson, chief grain inspector, Board of Trade.

MARYLAND.

BALTIMORE LETTER.

One distribution has been made in the case of Kirwin Bros., and there will probably be another one within the next two months.—W. E. Myers, referee in bankruptcy.

The 1,300,000-bu. elvtr. of the Balt. & Ohio Ry. Co., containing 124,000 bus. of wheat, was threatened with destruction by fire July 26, but the flames were brot under control before serious damage resulted, the principal loss being due to damage to the grain by water. The fire being close under the roof of the elvtr. the grain was not smoked.

The wonderful success of C. Bosley Lit-tig in transforming a rundown farm of 225 acres near Van Bibber sta. into a veritable garden of productiveness has attracted wide attention. At first his soil with difficulty produced barely three or four barrels of corn per acre. At present it is producing an average yield of 12 barrels an acre.

Efforts are being made by the friends and relatives of Pembroke W. Pitt, the confessed forger of grain Bs/L amounting to over \$300,000, to effect a compromise with the creditors at 10 or 15c on the dollar for all that was lost thru the false bills. In his confession Pitt made the statement that he would do all in his power to right the wrong he had done and make restitution as far as possible, and it is thot the banks will accept the compromise, as they can expect little from the Pitt estate.

Receipts of grain at Baltimore during July included 1,195,974 bus. of wheat, 282,-571 of corn, 305,937 of oats, 570 of barley and 3,218 bus. of rye, compared with 2,919,-794 bus. of wheat, 304,415 of corn, 243,155 of oats, no barley and 4,805 bus. of rye received in July, 1911. Shipments for the month included 738,061 bus. of wheat, 45,-789 of corn, 369,522 of oats and no barley,

compared with 892,849 bus. of wheat, 382,-884 of corn, 120 of oats and no barley or rye shipped in July, 1911.—Jas. B. Hes-song, sec'y Chamber of Commerce.

MICHIGAN.

Milbrook, Mich.—I have sold out to Stout & Butler.—T. O. Patterson.

Ravenna, Mich.—I will install a new feed mill this fall.—A. E. Young.

Carland, Mich.—Work has commenced on the elvtr. of C. A. Croel.

Palms, Mich.—We have succeeded the Frank W. Hubbard Co.—Palms Elvtr. Co.

Detroit, Mich.—W. P. Anderson has been elected to membership in the Board of Trade.

South Rockwood, Mich.—I am buying grain here at present.—Frank Strong, of Jno. Strong & Son.

Memphis, Mich.—A farmers' elvtr. will be built at this station.—Farmers' Elvtr. Co., Richmond, Lenox p. o.

Caro, Mich.—The Tuscola Elvtr. Co. is doubling the capacity of its elvtr. and making other improvements.

Manchester, Mich.—I have succeeded Wm. Burtless and am the only grain dealer at this station.—C. E. Burtless.

Saranac, Mich.—M. L. Hoper is dead and his elvtr. is closed. We have succeeded Daniel G. Huhn Co.—The D. G. Huhn Co.

Mt. Pleasant, Mich.—We have sold out to the Isabella County Farmers' Grain Co.—J. A. Demon, sec'y Independent Grain Co.

Detroit, Mich.—The first shipment of new oats to reach this market arrived Aug. 1 from Ohio, grading No. 2 standard and No. 3.

Oxford, Mich.—We are just beginning to handle grain, altho we have handled beans and produce for many years.—Ensley-Belaire Co.

Caro, Mich.—The Saginaw Mfg. Co. of Saginaw has let the contract for a 10,000-bu. bean elvtr. to the Burrell Eng. & Constr. Co.

Leonidas, Mich.—Jno. Creed of Centerville is scoop shoveling here. We are the only grain dealers at this station.—White Bros. & Co.

Linwood, Mich.—The Linwood Elvtr. Co. has let the contract for a 20,000-bu. elvtr. and bean warehouse to the Burrell Eng. & Constr. Co.

North Star, Mich.—We have just completed new coal sheds and are building a new hay shed.—H. Kennett, mgr. North Star Elvtr. Co.

Butternut, Mich.—The elvtr. of the Butternut Grain & Bean Co., of which G. R. Banton is mgr., burned to the ground recently; loss \$7,000.

Minden City, Mich.—We are installing a 6-ton Fairbanks-Morse & Co. Wagon Scale and are remodeling and enlarging our office.—L. H. Riedel.

Cass City, Mich.—The Cass City Grain Co. has remodeled its elvtr. and is installing new machinery. The Burrell Eng. & Constr. Co. has the contract.

Rea sta., R. F. D., Dundee, Mich.—We still own the elvtr. here but have leased it to McIntire Bros. of Dundee.—Frank Strong, of Jno. Strong & Son.

Pinconning, Mich.—We are installing a bean picker, two giants and a polisher, and have also increased our capacity 20,-000 bus.—Pinconning Elvtr. Co.

Harbor Beach, Mich.—Our company will be a farmers' elvtr. company, with a paid-up capital of \$12,000, after Sept. 1.—Fred Hargraves, mgr. Produce Elvtr. Co.

Berrien Springs, Mich.—Suit has been brot by the Pears-East Grain Co. of Buchanan against W. L. Porter for \$1,500 alleged to be due on grain shipments.

Sebewaing, Mich.—John C. Liken & Co. has remodeled its elvtr., putting in a new foundation and installing new machinery. The Burrell Eng. & Constr. Co. did the work.

Bannister, Mich.—Cloyd Holdzman has been appointed mgr. of the Ithaca Roller Mills at this station, succeeding M. Troop, who died recently.—H. Kennett, North Star.

Gagetown, Mich.—The Cass City Grain Co. will build a small bean elvtr. and a bean picking room, with steam and electric light. The Burrell Eng. & Constr. Co. has the contract.

Rochester, Mich.—F. D. Shoup, who recently bot the elvtr. of the Rochester Elvtr. Co., opened for business July 1. Cnas. Griggs is scoop shoveling at this station.—E. F. Barkham.

Potterville, Mich.—Jacob Durfy, formerly a grain and bean buyer, died recently at his daughter's home in Medicine Hat, Alta. He was 52 years old and built the first elvtr. at this station.

Muskegon, Mich.—The Maguire & Seng Co. will be incorporated under the name of the Muskegon Produce Co. by W. H. Maguire, G. C. Moulton, Joe Seng, and E. C. Moeller with a capital stock of \$10,000.

Bay City, Mich.—the motion of the Farmers Elvtr. Co. for a new trial in the suit brot against it by Edward Arquette, involving a verbal contract relative to the sale of hay, was denied by Judge Collins of the Circuit Court.

Copemish, Mich.—The Copemish Bean & Grain Co., organized last March with a capital stock of \$10,000, will build a 28x70-ft. elvtr., part of it two and part three stories high. A 25-h.p. gasoline engine and the latest machinery will be installed. Officers of the company are H. E. Chatterton, pres.; Milton Walton, vice-pres.; Harry Dolt, sec'y, and Geo. Dolt, treas.

Receipts of grain at Detroit during July included 83,845 bus. of wheat, 66,000 of corn, 230,100 of oats, 2,400 of barley and 3,000 bus. of rye, compared with 313,112 bus. of wheat, 222,020 of corn, 473,063 of oats, no barley and 5,140 bus. of rye received in July, 1911. Shipments for the month included 1,750 bus. of wheat, 35,430 of corn, 6,400 of oats, no barley and 1,000 bus. of rye, compared with 9,412 bus. of wheat, 82,278 of corn, 1,500 of oats and no barley or rye shipped in July, 1911.—M. S. Donovan, sec'y Board of Trade.

Saginaw, Mich.—The annual meeting of the Michigan Hay Ass'n will be held at Saginaw Aug. 15-16, with headquarters at the Hotel Vincent. A general invitation is extended to all the hay and grain men in Michigan and other states and to all growers of hay and grain as well, who are interested in the buying and selling of these commodities. As this will be the last opportunity that buyers and sellers will have to meet and compare notes before the new crop begins to move, they will be repaid for their time and expenses necessary to attend this meeting.—J. A. Heath, Lenox, Mich.

MINNESOTA.

Gonvick, Minn.—The Co-op. Elvtr. Co. will build an elvtr.

Rushmore, Minn.—The Farmers' Equity Elvtr. Co. is being organized.

Kellogg, Minn.—The R. E. Jones Co. has bot the elvtr. of the Western Elvtr. Co.

Vining, Minn.—We will improve our elvtr.—H. P. Berg, mgr. Farmers' Elvtr. Co.

Green Isle, Minn.—Lightning recently struck the elvtr. of the Security Elvtr. Co.

Glenville, Minn.—The elvtr. of the Western Elvtr. Co. will be opened for business Sept. 1.

Okee sta., Lambert p. o., Minn.—The Farmers' Co-op. Co. has let contract for a \$5,800 elvtr.

Morris, Minn.—H. O. Eames has bot the elvtr. of Wells, Pearce & Co., taking possession Aug. 1.

Clear Lake, Minn.—Henry Gesner has bot the elvtr. of the Minneapolis & Northern Elvtr. Co.

Magnolia, Minn.—The H. Poehler Co. of Minneapolis has bot the elvtr. of John F. Coffey, paying \$4,000.

Bird Island, Minn.—C. E. Spencer of Watson will buy grain for the Monarch Elvtr. Co. at this station.

Greenwald, Minn.—Fred Zieske, mgr. of elvtr. of J. Borgerdings & Co. for the last four years, has bot the elvtr.

Rustad, Minn.—David Askgaard of Comstock has bot the elvtr. of the Minneapolis & Northern Elvtr. Co.

Norcross, Minn.—The Farmers Elvtr. Co. incorporated; capital stock \$5,000; incorporators, J. E. Arnold and others.

Karlstad, Minn.—Henry V. Carlson, of Westbury, will be mgr. of the elvtr. of the Atlantic Elvtr. Co. at this station.

Jeffers, Minn.—Peter Leisenfeldt of Lansing will manage the Farmers Elvtr. Co. at this station for the coming year.

Edgerton, Minn.—W. F. Maywald of Hartley will manage the elvtr. of McGunn Bros., which will be opened at once.

Burchard, Minn.—The elvtr. of the Western Elvtr. Co. has been opened and Geo. Fiffield is mgr.—J. C. Hanson, Russell.

Moose Lake, Minn.—J. P. Holmberg of North Branch has secured a site and will build an elvtr. and a potato warehouse.

Tyler, Minn.—The elvtr. of Bingham Bros. was opened Aug. 1, with Jno. Melby in charge.—J. C. Hanson, Russell, Minn.

Hector, Minn.—The Farmers Grain Exchange incorporated; capital stock \$15,000; incorporators, Geo. Leasman and C. H. Rueber.

Ellendale, Minn.—Extensive improvements and repairs have been made on the elvtr. of the Ellendale Farmers Elvtr. & Mfg. Co.

Plato, Minn.—We have sold our mill and elvtr. to Geo. Hoelz of Lester Prairie, Minn.—W. E. Norelius, mgr. Rieger Mfg. Co.

Welcome, Minn.—E. G. Ely, mgr. of the Western Elvtr. Co., has resigned and will become mgr. of the Welcome Farmers Elvtr. Co.

Rothsay, Minn.—Conrad Sjordal, formerly mgr. of Farmers Elvtr. Co. of Underwood, has been elected mgr. of the Farmers Elvtr. Co.

Russell, Minn.—I have accepted the position of mgr. for the Northwestern Elvtr. Co. at this station.—Jno. C. Hanson, formerly of Tyler.

Gully, Minn.—We have bot the elvtr. of the Hanson & Barzen Mfg. Co. and will install a new cleaner and loading scale.—L. H. Aos, mgr.

Grove City, Minn.—The Farmers Grain & Trading Co. has let the contract for an elvtr. to cost \$6,750. H. Thompson of Raymond will be mgr.

Kiester, Minn.—A. I. LeFevre, former mgr. of the Farmers Lbr. Co. at Clutier, Ia., is now mgr. of the Independent Grain & Lbr. Co. at this station.

Dalton, Minn.—Martin Rovang, mgr. of the Dalton Grain & Lbr. Co. for the past three years, has resigned and will be succeeded by E. T. Risbrudt.

Grove City, Minn.—Christ Birkebak of Hutchinson will reopen the elvtr. of the State Elvtr. Co. as mgr. Repairs are being made on the building.

Milan, Minn.—C. A. Bystrom will assume charge of the elvtr. of the Farmers Elvtr. Co. next month. In the meantime N. A. Pederson will do the buying.

Lake Wilson, Minn.—The elvtr. of the Hubbard & Palmer Co. is being remodeled and repaired.—Jno. Christianson, mgr. Farmers' Elvtr. Co., Dundee.

Correll, Minn.—The farmers of the vicinity held a meeting recently to discuss the organization of a farmers elvtr. company to buy one of the elvtrs. here.

Hartland, Minn.—The new elvtr. of the Farmers Elvtr. Co. is progressing very rapidly. H. E. Swanson, for 6 years foreman of the Farmers Elvtr. Co. of Hastings, will be mgr.

Bird Island, Minn.—Ingvar Ibsen will be mgr. of the elvtr. of the Exchange Grain Co. for the season.

St. Louis Park, Minn.—The Pacific Elvtr. Co. has bot the 500,000-bu. elvtr. of the Exchange Grain Co.

Gary, Minn.—H. Degernes, Lewis Garden and A. J. Rude have been appointed a comitee to solicit funds for the recently organized Gary Farmers Elvtr. Co.

Dundee, Minn.—We have bot the elvtr. of the Hubbard & Palmer Co. and are building coal sheds and installing outside scales.—Jno. Christianson, mgr. Farmers Elvtr. Co.

Stiles sta., Sauk Center p. o., Minn.—The elvtr. of the Monarch Elvtr. burned to the ground early on the morning of July 24.—O. E. Krueger, agt. Monarch Elvtr. Co., Westport.

Oakland, Minn.—The Farmers Elvtr. & L. S. Co. was organized July 19, and the following temporary officers elected: Wm. Torrens, pres., B. J. Stoa, vice-pres., Herman Bell, sec'y.

Moorhead, Minn.—The Equity Co-op Exchange, which is the business organization of the grain growers dept. of the American Society of Equity, has established general offices in this city.

St. Paul, Minn.—At the annual meeting of the Hay & Grain Board of Trade, July 22, F. J. Brings and John A. Tierney were re-elected as pres. and treas. Theo. Wolff was elected vice-pres.

Bigelow, Minn.—The Farmers Elvtr. Co. has bot the elvtr. of McIntyre & Frerich and will make necessary repairs and improvements. The capacity of the plant will be increased 50,000 bus.

Hastings, Minn.—J. F. Stevens will succeed H. E. Swanson as foreman of the Farmers Elvtr. Co., Mr. Swanson having gone to Hartland, Minn., where he will manage the Farmers Elvtr. Co.

Duluth, Minn.—Arvid Anderson, 24 years old, while working on a rafter in the elvtr. of the Globe Elvtr. Co., slipped, falling into a bin of oats and suffocating. He was alone at the time of the accident.

Duluth, Minn.—Frank W. Falk and James A. Gould have been admitted to membership in the Board of Trade and the membership of Louis Peterson has been withdrawn.—Chas. F. Macdonald, sec'y.

Holloway, Minn.—H. E. Tremmell, mgr. of the Winter-Truesdell Co., has resigned and will be mgr. of the Farmers Elvtr. Co. at Hope, N. D. A Mr. Thompson of Donnelly will succeed him.—Jno. J. Hagen, mgr. Farmers Elvtr. Co.

Fairmont, Minn.—As a result of the disappearance of Geo. Wohlheter, sec'y and treas. of the Wohlheter Elvtr. Co., whose whereabouts is still unsolved, the elvtr. was sold at sheriff's sale Aug. 6, to satisfy a claim of \$8,873.85 held by the Martin County Natl. Bank.

St. Paul, Minn.—Hans P. Bjorge, of Underwood, has been reappointed by Governor Eberhart for a three year term on the state board of grain appeals at Duluth and Arthur F. Evenson of St. Peter at Minneapolis. Both men were appointees of the late Governor Johnson.

Westport, Minn.—The elvtr. of the Gt. Western Elvtr. Co. was opened for business Aug. 1, after being closed for two years. H. J. Kohls is mgr. The elvtr. of Lee & Gingery is getting a general overhauling from top to bottom. I have just returned from a two weeks' vacation in southern Minnesota, Iowa and Wisconsin.—O. E. Krueger, agt. Monarch Elvtr. Co.

Dwight, Minn.—On July 25, 1912, burglars forced the lock on the door of the office of the Dwight Mill Elvtr. and on July 25, 1912, repeated the act, employing very nearly the same means. In each instance they secured a wheel key from a box car and left it on the premises. Since their first visit Mgr. Fitch has never left money in the elvtr. over night, so that this time the thieves obtained only an old revolver and a watch worth about \$7. Last year they took \$30. The company is wondering if it is to be an annual affair.

The GRAIN DEALERS JOURNAL

Duluth, Minn.—The state board of grain appeals has made a change in the grading of flaxseed, reducing the weight to the bu. to grade No. 1 to 49 lbs the former weight being 50 lbs. The limit of tolerance of field damage has been reduced from 20 to 25% for the same grade. The weight for the Northwestern grade remains at 51 lbs. and No. 2 grade at 47 lbs.

Receipts of grain at Duluth during July included 702,034 bus. of wheat, no corn, 115,967 of oats, 18,708 of barley and 1,190 bus. of rye; compared with 1,172,171 bus. of wheat, 18,513 of corn, 134,056 of oats, 425 of barley and 34 bus. of rye received in July, 1911. Shipments for the month included 2,576,162 bus. of wheat, 7,936 of corn, 268,059 of oats, 11,072 of barley and 100 bus. of rye; compared with 2,724,923 bus. of wheat, 141,469 of corn, 178,054 of oats, 425 of barley and 114 bus. of rye shipped in July, 1911.—Chas. F. Macdonald, sec'y Board of Trade.

MINNEAPOLIS LETTER.

The Star and Republic Elvtrs. are temporarily closed for repairs.

H. Vest Lancaster has applied for membership in the Merchants Exchange.

The Hoover Grain Co. and the Atwood-Larson Co., both of Duluth, have opened offices in this city.

W. B. Hatch, vice-pres. of the P. B. Mann Co., has resigned and will manage the recently opened office of E. P. Bacon & Co. in this city.

Wm. Scott, formerly barley salesman for Nye, Jenks & Co., has resigned, accepting a similar position with Quinn-Shepherdson Co., beginning Aug. 1.

Velvet chaff wheat as a grade will be eliminated by the Chamber of Commerce Aug. 7 and wheat of that kind will be graded according to the standards of different grades of No. 1 northern.

J. G. Brady, mgr. of the Guarantee Grain Co. of Aberdeen, S. D., has opened a branch office in the Flour Exchange Bldg., the company having been incorporated with a capital stock of \$90,000.

The privilege of corporate membership in the Chamber of Commerce has been granted to Gould Grain Co. and the firm privilege of Piper & Co. has been rescinded at their request, the firm having dissolved.

The following were admitted to membership during July: Geo. C. Shane, Chas. Goldstein, Chas. G. Gates, Clarence E. Johnson, Frank C. Blodgett and Edward H. Mirick.—John G. McHugh, Sec'y, Chamber of Commerce.

W. T. Fraser has severed his connection with T. M. McCord & Co., after running a joint account with them for 15 years as a rye specialist, and will take active charge of the Cereal Grading Co. as vice-pres. and gen. mgr.

The membership certificate of De Witt V. Hales, pres. of the Minneapolis Malt & Grain Co., has been lost or stolen and the sec'y of the Chamber of Commerce has requested anyone disputing the ownership of this membership to communicate with him before the 16th inst.

A meeting of millers, grain men and transportation representatives was held in this city Aug. 7 to formulate rules acceptable to shippers and carriers, in compliance with the recent ruling of the Interstate Commerce Commission on milling, cleaning and mixing in transit.

Wm. D. Washburn, one of the pioneer millers of the Northwest and former United States Senator, died at his home, "Fair Oaks," July 29, at the age of 81. He did much to aid in the development of this city and the state of Minnesota. He is survived by his widow, four sons, and two daughters.

The first cars of new wheat to reach this market arrived Aug. 5, the shipment consisting of a car for Randall, Gee & Mitchell from Westfield, Ia., a car for T. M. McCord Co. from Redfield, S. D., and one for the H. Poehler Co. from southern Minnesota. Each contained velvet chaff, one car grading No. 3 and selling for \$1.01.

The Minnesota state grain inspection dept. will make its own milling and baking tests in the future. It is thought that this will give the inspectors technical information as to the intrinsic milling values of wheat and will aid in the settlement of controversies over the inspection of specific cars. A laboratory equipped with baking and grinding machinery has been installed.

The Gould Grain Co. has succeeded the Gould Elvtr. Co., the change being in the name only. The old name seemed to mislead the grain trade, carrying the idea that the company was a line elvtr. concern, whereas they do not own any country elvtrs., owning and operating only a terminal elvtr. in this city for the transferring and proper handling of the grain of the customers of the firm.

Receipts of grain at Minneapolis during July included 2,861,450 bus. of wheat, 294,730 of corn, 434,240 of oats, 109,080 of barley and 55,380 bus. of rye; compared with 5,218,600 bus. of wheat, 265,190 of corn, 662,190 of oats, 176,500 of barley and 63,800 bus. of rye received in July, 1911. Shipments for the month included 2,332,940 bus. of wheat, 191,980 of corn, 479,950 of oats, 391,220 of barley and 15,160 bus. of rye; compared with 2,312,340 bus. of wheat, 269,660 of corn, 699,240 of oats, 157,250 of barley and 7,900 bus. of rye shipped in July, 1911.—John G. McHugh, sec'y Chamber of Commerce.

Chamber of Commerce memberships recently transferred are: Chas. C. Austin to Irvin L. Stair, Edw. Gunderson to Morris H. Woodward, W. D. Gregory to W. L. Brisley, O. E. Davidson to O. C. Wyman. Requests for transfers posted upon the bulletin board of the Exchange are as follows: H. F. Shepherdson to Wm. J. Scott, W. J. Scott to B. L. Simmons, Edward Gunderson to J. R. Mathewson, Martin T. Rohrer to Frank V. Haven, Harry W. Miller to Oswald K. Sellers, Chas. D. White to Thomas E. Murray. The request of Jos. P. Gage for transfer to Jewett R. Mathewson has been withdrawn.

The state grain inspection dept. has been petitioned by the coarse grain dealers on 'Change to make a new rule that all samples of corn for inspection in future be placed in individual moisture-proof containers as soon as they are taken from the cars and kept there until the official moisture test is taken, urging that the moisture test should also be taken of all corn before inspection and the test stated with the original grade, believing that such an arrangement would improve the grading of corn at this market. They have also requested the board of grain appeals to adopt the corn grades recommended by the Grain Dealers National Ass'n so as to standardize the Minneapolis grades with those of other markets.

Traveling representatives licenses have been issued by the Chamber of Commerce to the following: J. J. Schmitt, to represent Fraser-Smith Co.; F. J. Mead, to represent T. M. McCord Co.; P. L. Hodge, to represent P. B. Mann Co.; T. M. Hartz, to represent G. E. Gee Grain Co.; J. O. Jones, to represent E. P. Bacon Co.; Frank W. Falk, to represent C. C. Wyman & Co.; Andrew E. Johnson to represent Hallett & Carey Co. Applications for license have been made by the following: F. P. Reimers, to represent United Grain Co.; F. Perry Leonard, to represent Van Dusen-Harrington Co.; John G. Ostroot, to represent Stair, Christensen & Timerman; M. R. Nelson, to represent Atwood-Larson Co.; M. J. Lighthall, to represent Brown Grain Co.; George B. Crum, to represent Gould Grain Co.

MISSOURI.

Amoret, Mo.—Alex. Moore is scoop shoveling at this station.—F. A. Oline.

Miami, Mo.—Crispen & Crispen have leased the elvtr. of J. J. McCoy.

Ethel Mo.—Davolt & Holman have bot the elvtr. of Walter Seney.

Forest City, Mo.—Jno. Speer has leased the elvtr. of the Forest City Mill & Elvtr. Co.

Wellsville, Mo.—V. H. McCarrick, formerly agt. of the El Reno Mill & Elvtr. Co., is now a member of the firm of Glynn & McCarrick at this point.

Princeton, Mo.—G. F. Bradbury of the defunct Farmers Elvtr. & Supply Co. has been held to the circuit court on the charge of obtaining money under false pretenses.

KANSAS CITY LETTER.

The Armour Grain Co. of New Jersey capitalized at \$1,000,000; incorporated in Missouri, \$100,000.

The Larned Elvtr. & Mfg. Co. will build a 300,000-bu. reinforced concrete elvtr. at once and when finished it will be made a regular public elvtr. under the Kansas state law.

The Board of Trade is talking of making track wheat deliverable on contracts in September, anticipating receipts beyond its warehouse capacity before the end of the month.

E. J. Bedell will have charge of the new dept. of the Kemper Mill & Elvtr. Co., which will specialize in wheat for mill order business. The company has an available storage for 600,000 bus. of wheat.

A check of G. Vizcarro, a grain dealer having an office in the Gibraltar Bldg., for \$22.50 has been protested and he refuses to pay either the check or the protest fees. Has anyone else had a similar experience?

C. P. Ryle, formerly with the Orthwein Matchette Co., has opened an office and will act as local representative of Payne & Decker of St. Louis, using the Finley Barrel & Co. wire service. The Orthwein, Matchette Co. will use the Ware & Leland wire.

J. J. Hiddleston, cash grain buyer for the Kansas Flour Mills Co. at this market, and who is a former Board of Trade member, has again become a member, the certificate of Earl Rankin having been posted for transfer to him. Mr. Hiddleston was formerly mgr. of the Moses Bros. Mill & Elvtr. Co. at Great Bend, Kan.

Nearly 2,000 samples were handled by the newly established grain inspection and sampling dept. of the Board of Trade during the first week of its existence, and the utmost satisfaction with Chief A. R. Ware and his assistants is expressed, there being only six calls for reinspection on the first 1,000 samples. The work of the dept. is confined to samples from cars yarded on the Kansas side of the river, as cars in Missouri are subject to state inspection.

Receipts of grain at Kansas City during July included 6,603,000 bus. of wheat, 1,836,000 of corn, 807,500 of oats, 17,600 of rye and 1,400 bus. of barley; compared with 7,590,000 bus. of wheat, 1,108,750 of corn, 319,600 of oats, 4,400 of rye and 1,400 bus. of barley received during July, 1911. Shipments for the month included 1,435,200 bus. of wheat, 1,058,400 of corn, 265,200 of oats, 12,100 of rye and no barley; compared with 3,942,000 bus. of wheat, 796,250 of corn, 127,500 of oats, 3,300 of rye and 5,600 bus. of barley shipped in July, 1911.—E. D. Bigelow, sec'y Board of Trade.

ST. LOUIS LETTER.

Mrs. Nora Schilling, wife of Harry Schilling of the Schilling Grain Co., died Aug. 2 of blood poisoning.

Anthony H. Norris, a grain elvtr. supt., is charged with the conversion of trust funds held by him for his aunt, Mrs. Anna Hoffman, who is an inmate of St. Vincent's Asylum. It is alleged that he has sunk the entire amount of \$39,000 in speculations.

Peter H. Meyer, charter member of the Merchants Exchange and the oldest feed dealer in the city, died July 23 from kidney trouble. Mr. Meyer was 78 years old and entered the grain and hay trade in 1860. He was pres. of the Peter H. Meyer & Sons Hay & Grain Co. and is survived by two daughters and three sons.

St. Louis received 626,542 bus. of wheat July 29, breaking the 10 year record for one day's receipts at this market, the highest previous record being 587,835 bus. received Aug. 9, 1902. The receipts for July 29, 1911, were only 148,033 bus.

The Paule Bros. Grain & Mfg. Co. and the Arthur B. Paule Fuel & Material Co. have consolidated and filed articles of incorporation under the name of the Paule-Schmidt Supply Co., with a capital stock of \$30,000. The incorporators are Chas. A. A. Schmidt, Arthur B. and Edwin J. Paule. The new company will build a \$10,000 fire-proof grain warehouse, 150-ft. square.

Geo. W. Hill, member of the Merchants Exchange for 30 years, died recently. Mr. Hill established the Freeburg Flour Mill at Freeburg, Ill., in 1882, the mill burning down in 1886. He also lost his mill at New Athens, Ill., by fire and in 1884 came to this city, where he has been connected with the Miss. Valley Grain & Elvtr. Co. and the Regina Flour Mills Co. He is survived by a son and two daughters.

Receipts of grain at St. Louis during July included 4,034,861 bus. of wheat, 1,529,025 of corn, 1,217,240 of oats, 6,663 of rye and 21,854 bus. of barley; compared with 4,058,262 bus. of wheat, 2,034,100 of corn, 2,771,500 of oats, 31,023 of rye and no barley received in July, 1911. Shipments for the month included 1,209,970 bus. of wheat, 800,585 of corn, 598,310 of oats, no rye and 9,070 bus. of barley; compared with 1,058,470 bus. of wheat, 1,557,865 of corn, 1,214,100 of oats, 10,920 of rye and 13,570 bus. of barley shipped in July, 1911.—Eugene Smith, sec'y Merchants Exchange.

Edw. E. Felkel, insurgent member of the Merchants Exchange, who was to have been tried by the directors of the Exchange Aug. 2, on the charge that he had censured the Exchange in a letter to a publisher, secured a postponement of the case to Aug. 7, following the filing of a demurrer to the complaint, challenging the jurisdiction of the Board of Directors. At the meeting of the directors on the 7th, Felkel was suspended from the Exchange for one year, beginning Sept. 1. A motion was adopted by the directors to the effect that if he will write and publish a retraction of the passages in his article to which the Exchange has taken offense, his suspension will be further considered. Felkel says he will appeal to the courts if the suspension is enforced, and that he will not retract in any way, neither will he desist in his activities in the insurgent movement of the Exchange.

MONTANA.

Nashua, Mont.—Steps will be taken to organize a farmers elvtr. company at this station.

Floweree, Mont.—The Rocky Mountain Elvtr. Co. will build elvtrs. at this station and at Dover.

Hilger, Mont.—Work on the elvtr. of the Western Grain & Lbr. Co. at this station will start at once.

Inverness, Mont.—The St. Anthony & Dakota Elvtr. Co. of Minneapolis will build an elvtr. at this station.

Hobson sta., Philbrook p. o., Mont.—Work on the elvtr. and mill of the farmers company has been started.

Drummond, Mont.—Frank P. Emery of Grandin, N. D., will manage the new elvtr. of the recently organized Farmers Elvtr. Co.

Polson, Mont.—The recently incorporated Flathead Valley Farmers Elvtr. Co. has started work on the foundations of its elvtr.

Townsend, Mont.—Dr. Geo. Gilhorn is interested with R. F. Gunkleman in the organization of a farmers company at this station.

Manhattan, Mont.—The machinery of the local alfalfa mill, sold at sheriffs auction July 16, was bot by J. Curry of Idaho, the mortgagor.

Musselshell, Mont.—The farmers of this vicinity are organizing an elvtr. company.

Wilsall, Mont.—The 40,000-bu. elvtr. of the Occident Elvtr. Co. will be ready Sept. 10. The concrete foundations have been finished and the elvtr. is going up rapidly.

Judith Gap, Mont.—The recently incorporated Farmers Elvtr. Co. will begin work at once on a 25,000-bu. elvtr. and will have the building completed Sept. 15. Officers of the company are J. H. Lackey, pres.; Jno. Dolan, vice-pres., and S. J. Small, sec'y and treas.

Great Falls, Mont.—The Rocky Mountain Elvtr. Co. will build 8 elvtrs. of frame construction covered with corrugated galvanized iron, at Box Elder, Big Sandy, Carter, Dutton, Nihil, Kolin, the sites of the other two to be decided later. The four last named will be erected first.

Riverview, Mont.—C. J. Winkes of the Riverview Mercantile Co. is interested in the establishment of an elvtr. at this station. He says there is a shortage of storage facilities here and that there is more grain tributary to this point than any other town in the Yellowstone Valley.

Billings, Mont.—The Russell-Miller Mfg. Co. is building a 30,000-bu. elvtr. at this point in connection with its feed mill and warehouse. It will also build at Willsall, Broadview, Commande, Clyde Park, Laurel, Park City, Hardin and Fromberg, erecting 40,000-bu. elvtrs. at each station.

Stanford, Mont.—The contract for the elvtr. of the Farmers Elvtr. Co. was let to the Younglove Constr. Co. June 21, and when the builders started the foundation at one point, they were stopped by the G. N. Ry. Co., which later, however, granted a site at another point, but 40 ft. from the track.

Glendive, Mont.—The Farmers Elvtr. Co. has been organized and will be incorporated for \$20,000, with a paid up capital of \$10,000. C. F. Rainey has been elected pres., W. F. Jordan vice-pres. and E. C. Leonard sec'y and treas. The new company has bot the elvtr. of the Gate City Elvtr. Co., taking possession Aug. 1.

Twin Bridges, Mont.—The elvtr. of the Twin Bridges Elvtr. Co., which was recently incorporated for \$10,000, has a capacity of 30,000 bus. and was opened for business Aug. 1. We have also built a 25x65-ft. warehouse and will handle grain, feed, hay and potatoes.—Ralph F. Gunkleman, Incorporators are R. F. Gunkleman, Jno. F. Fox, W. D. Heller and others.

NEBRASKA.

Utica, Neb.—The Farmers Elvtr. Co. will build an elvtr.

Weeping Water, Neb.—Nels Sogard has purchased the elvtr. of E. F. Marshall.

Angus, Neb.—The elvtr. of Borin Bros. containing three carloads of grain burned recently.

Cortland, Neb.—The Pickrell Farmers Elvtr. Co. will build an elvtr. and also one at Wymore.

Bridgeport, Neb.—E. H. Farmer is interested in organizing an elvtr. company to build an elvtr.

McLean, Neb.—Fields & Slaughter Co. of Sioux City, Ia., has bot the elvtr. of Boehler & Gurley.

Crete, Neb.—We will build a 36x100-ft. two story warehouse, with tracks on both sides.—The Crete Mills.

Cozad, Neb.—The Farmers Elvtr. Co. and the Cozad Roller Mills have built new coal sheds.—J. E. Pelton.

Utica, Neb.—Geo. F. Hulbert & Co. have remodeled their elvtr. and increased the storage capacity to 30,000 bus.

Yutan, Neb.—The Barbec Lbr. Co. has bot the business of Barbec & Ohm and will deal in grain, lumber and coal.

Aurora, Neb.—The Aurora Elvtr. Co. will move its elvtr. nearer to the new depot of the C. B. & Q. R. R. Co. and will enlarge the building.—C. A. Peters.

Omaha, Neb.—The Nye-Schneider-Fowler Co. has renewed its lease on the elvtrs. of the Independent Elvtr. Co. on the G. W. R. R.

Thurston, Neb.—The Farmers Grain Co. has recently installed a new Howe Dump Scale, Richardson Automatic Scale, Sidney Manlift, and also built an office and coal sheds.

Waco, Neb.—I have bot the elvtrs. of the Foster Grain Co. and the Waco Grain & Lumber Co. and operate under the name of the Waco Grain & Coal Co.—Robert Beckord.

Curtis, Neb.—The Farmers Elvtr. Co., after four years of operation, finds the business running behind and does not expect to operate at this station unless the crop matures unexpectedly large.

Curtis, Neb.—The Curtis Mills will equip their mill with an automatic scale and grain shipping machinery. This plant is used as a holding station for their line of elvtrs. west of this station. A car loader, either belt of screw conveyor, will also be installed.

Ralston, Neb.—We would be willing to assist some one in promoting an elvtr. company and at this station and believe that a good share of the capital could be obtained from the farmers. We have no elvtr. and one is greatly needed.—C. C. Shimer, pres. Ralston Townsite Co.

Omaha, Neb.—I have engaged in the grain business with a line of country elvtrs. at Sac City, Shaller and Galva, Ia., having bot the elvtrs. of Conger Ball & Co., at these points, and will move the headquarters for the elvtrs. to this city. I was formerly mgr. of the lumber dept. of the Crowell Lbr. & Grain Co.—J. B. Adams.

Milford, Neb.—The recently incorporated Buckley Grain Co. has bot the elvtrs. of the Schaaf Grain Co. at this station and at Ruby. I have been mgr. of these elvtrs. since July 8, at which time we took possession. I was formerly sec'y of the Schaaf Grain Co., having held the position 5½ years. Our company is a stock grain company.

Receipts of grain at Omaha during July included 1,419,600 bus. of wheat, 1,214,400 of corn, 294,100 of oats, 1,100 of rye and 21,000 bus. of barley; compared with 2,203,200 bus. of wheat, 1,867,200 of corn, 872,100 of oats, 1,100 of rye and 1,400 bus. of barley received in July, 1911. Shipments for the month included 622,800 bus. of wheat, 1,832,600 of corn, 505,500 of oats, no rye and 2,000 bus. of barley; compared with 613,000 bus. of wheat 1,802,000 of corn, 541,500 of oats, 2,000 of rye and 9,000 bus. of barley shipped in July, 1911.—F. P. Manchester, sec'y Grain Exchange.

NEW ENGLAND.

New Haven, Mass.—The value of the estate left by the late Abner Hendee is placed at \$475,555.29, of which only \$7,700 is in real estate.

Clarksburg, W. Va.—H. C. Alexander Brokerage Co. incorporated to deal in grain, produce and coal; capital stock, \$10,000; incorporators H. C., C. B. and W. F. Alexander.

Lawrence, Mass.—John Shea will erect a new building for his extensive hay and grain business, having outgrown his present quarters. It will be of brick and stone with terra cotta face.

Portland, Me.—The Grand Trunk Ry. Co. is considering the erection of an additional terminal elvtr. at this port to facilitate the movement of grain during the winter when the Montreal harbor is closed.

Boston, Mass.—The grain, flour, feed and hay men of the Chamber of Commerce voted July 9, to form a subordinate organization among these trades in accordance with the by-laws of the Chamber and appointed a com'ite consisting of W. E. Smith, Albion H. Brown, Chas. M. Cox and Harry J. Wood to draw up suitable by-laws for such an organization.

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NEW YORK.

New York, N. Y.—S. F. Engs, member of Milmine, Bodman & Co. for a number of years, has retired and his place in the firm will be taken by Herbert L. Bodman, son of E. C. Bodman. Bodman, Jr. has been elected to membership in the Produce Exchange.

Buffalo, N. Y.—Receipts of grain at this port by lake from the opening of navigation to July 31 included 31,258,194 bus. of wheat, 7,125,916 of corn, 6,994,321 of oats, 1,560,344 of barley, and 85,000 bus. of rye; compared with 18,630,748 bus. of wheat, 15,280,112 of corn, 6,151,845 of oats, 1,403,226 of barley and no rye received in the corresponding period of 1910-11.

Buffalo, N. Y.—The Spencer-Kellogg Co., having put into operation the recently completed 75,000-bu. grain storage tank, is tearing down the old 250,000-bu. elvtr. on the river, to make room for five more 75,000-bu. concrete tanks. The company will spend \$200,000 in improvements and will have a total capacity of 375,000 bus. The elvtr. being demolished is one of the oldest in the harbor, having been built in 1883.

New York, N. Y.—Members of the Produce Exchange at a recent meeting defeated a proposition providing for a change in the by-laws which would give non-members the freedom of the Exchange floor for \$10 a month. They were not to be allowed to transact business but simply to have the use of the floor. Members believed, however, that it would give non-members privileges which should go only to established members of the Exchange.

New York, N. Y.—Ticker service by the Western Union Telegraph Co., to the New York grain trade was cut off entirely Aug. 1. The grain trade in New York has fallen off so completely within the last six years, that the Western Union found it unprofitable to continue the service. For some time, there have only been six tickers in operation, including two complimentary ones on the floor of the Produce Exchange. The volume of business on the New York Produce Exchange has dropped from a daily trade of 44,000,000 bushels of wheat to an unimportant position. Corn and oats from a business of from 5,000,000 to 10,000,000 bushels a day have been eliminated so far as future trading is concerned.

Alexandria Bay, N. Y.—The 10th annual meeting of the New York State Millers Ass'n was held at the Common Hcuse, July 25 and 26. The matter of better and cleaner wheat was taken up and discussed and it was found that there has been a marked improvement in this direction, altho there is still room for more improvement, the quantity of dirt and foreign matter being considerably less than in the past. Samples that had been graded as No. 1 at Duluth but which had been graded No. 3 in Canada, were shown. A letter from Sec'y Wilson indicating that the Dept. of Agri. at Washington was preparing to make investigations and to determine the amount of foreign matter a car of wheat ought to contain, was read. All the officers of the ass'n were re-elected. A com'ite was appointed to make an effort to secure the same rate on flour as for carrying grain.

Buffalo, N. Y.—The United States district court has granted the motion of the Corn Exchange for a bill of particulars in the suit of Richard Patterson, of Wilkes Barre, who nearly a year ago brot suit for \$50,000 against the Exchange damages to his business and \$100,000 punitive damages, alleging that he was unlawfully posted, blacklisted and boycotted by the Exchange and as a result was forced to abandon his business as a shipper and compelled to buy grain at other markets for his milling interests. Judge Hazel ruled that the allegations did not sufficiently apprise the defendants in what respect they had acted unlawfully or how they had combined to injure his business. The defendants also ask that he be compelled to particularize his claim for actual and punitive damages. The bill has been ordered filed within the next 20 days and the case will probably be heard in the September term of court.

East Bethany, N. Y.—The Bethany Bean Growers Co. has been incorporated.

Albany, N. Y.—Having formerly been sales mgr. of the Albany office of the Churchill Grain & Seed Co., of Buffalo, I took over the office in this city, Jan. 15, in my own name retaining the Churchill account on a brokerage and commission basis, and on the 15th of May having met with success, I incorporated the Barry Grain Co. for \$10,000, under the laws of the State of New York, all fully paid in. We are now not only representing the Churchill Grain & Seed Co., Buffalo and Toledo, but also several Chicago, Toledo and Buffalo houses, working on a brokerage basis and buying outright ourselves from country elevators in Indiana, Illinois and other points.—J. A. Barry, pres. Barry Grain Co.

NORTH DAKOTA.

Drake, N. D.—Jacob Rieder will build an elvtr.

Wapeton, N. D.—A Farmers Elvtr. Co. has been organized.

Shields, N. D.—The Farmers Equity Union will build an elvtr.

Elgin, N. D.—The Elgin Equity Exchange will build an elvtr.

Carson, N. D.—T. E. Hegna has let the contract for a 40,000-bu. elvtr.

Grace City, N. D.—The Farmers Equity & Trading Co. is building an elvtr.

Baker Sta., N. D.—Jno. S. Aker, of Edmond, will build an elvtr. at this station.

Hankinson, N. D.—A. Bergman of Chester, Mont., is now mgr. of the Farmers Elvtr. Co.

Lawther Sta., Heil p. o., N. D.—A 40,000-bu. elvtr. will be erected by the Curlew Elvtr. Co.

Brantford, N. D.—The recently incorporated Farmers Elvtr. Co. has let contract for an elvtr.

Burt, N. D.—Edward Ellertsin and J. P. Larson have commenced to build their 25,000-bu. elvtr.

Great Bend, N. D.—Paul Berndt is now buying wheat for the Monarch Elvtr. Co. at this station.

Fessenden, N. D.—The farmers have organized an elvtr. company with a capital stock of \$12,000.

New England, N. D.—The New England Farmers Equity Co. has subscribed \$20,000 to build an elvtr.

Max, N. D.—The elvtr. of the Farmers Elvtr. Co. will be opened Aug. 15 with G. D. Grant in charge.

Clifford, N. D.—The Farmers Elvtr. Co. will install a 20-h. p. gasoline engine and will make other repairs.

Great Bend, N. D.—The elvtr. of the Gt. Western Grain Co. was opened Aug. 1 with H. W. Worner in charge.

Rutland, N. D.—C. H. Deuel of Glencoe has been elected mgr. of the Farmers Elvtr. Co.—Anton Carlson.

Glen Ullin, N. D.—I sold my elvtr. to Elmer Nelson and am out of the grain business.—Henry Heil, Tracy, Cal.

Towner, N. D.—I am now agt. for the National Elvtr. Co.—F. R. Lynch, former agt. Andrew Grain Co., Northwood.

Bowman, N. D.—The Farmers Elvtr. Co. has been organized at this station by D. O. Bye of Fingal and local business men.

Dickey, N. D.—The Dickey Grain Co. has bot the elvtr. of the Monarch Elvtr. Co.—F. M. Schmoper, mgr. Farmers Elvtr. Co.

Cayuga, N. D.—I have accepted a position as buyer with the St. Anthony & Dakota Elvtr. Co. at this point.—Alfred Jkeeson.

Regent, N. D.—The Farmers Equity Society, Empire Elvtr. Co. and McCaul Webster Co. will build elvtrs. at this station.

Berlin, N. D.—Present officers of the Berlin Farmers Elvtr. Co., which will erect an elvtr., are Fred Young, pres., Herman Goehl, treas., and C. W. Klenk.

Carrington, N. D.—The Farmers Elvtr. Co. will build a 40,000-bu. elvtr. on the Soo tracks. S. H. Copenhagen is pres. of the company.

Sheyenne, N. D.—I will be with the Equity Elvtr. & Trading Co. for the coming season.—P. A. Peterson, formerly McCabe, Mont.

Strasburg, N. D.—I am now agt. for the Victoria Elvtr. Co. at this station. I was formerly agt. for same company at Selby.—J. P. Green.

Petersburg, N. D.—The Empire Elvtr. Co. is building an elvtr. at this station and one at Whitman.—Fred Meyer, formerly of Kimball, Minn.

Williston, N. D.—Equity Elvtr. & Trading Co. incorporated; capital stock, \$20,000; incorporators, Fred Eckert, B. C. Keihl and W. W. Wilde.

Ray, N. D.—Equity Elvtr. & Trading Co. incorporated; capital stock, \$10,000; incorporators, P. P. Campbell, Jno. F. Dahly, and T. C. Langager.

Oriska, N. D.—J. E. Tierney, formerly agt. of the Powers Elvtr. Co. at Gorman, is now mgr. of the Farmers Grain Co.—M. R. Nelson, Valley City.

Drayton, N. D.—Drayton Farmers Elvtr. Co. incorporated; capital stock, \$10,000; incorporators, Nils R. Tacklind, James Belamay, Sr., and J. B. Hullum.

Forest River, N. D.—Farmers Elvtr. Co. incorporated; capital stock, \$10,000; incorporators, W. E. Chamberlin, Wm. Woods, Sr., Geo. Gibbon and others.

La Moure, N. D.—J. A. Frank, mgr. of the Farmers Elvtr. Co. of Minnewaukon, has accepted a similar position with the Farmers Elvtr. Co. at this station.

Tappan, N. D.—I have been buying grain for the Gt. Western Grain Co. at Revillo, S. D., and Boyd, Minn., and am going to buy on track here.—Louis H. Wallner.

Juanita, N. D.—The Equity Elvtr. & Trading Co., incorporated; capital stock, \$20,000; incorporators, D. H. Vinning, James McDaniel and Paul Christiansen.

Glenfield sta., McHenry p. o., N. D.—Glenfield Farmers Elvtr. Co. incorporated; capital stock, \$10,000; incorporators, Aug. W. Johnson, W. E. Allen and H. F. Cole.

Milnor, N. D.—I have taken the position of buyer for the Andrew Grain Co. at this station. I was formerly mgr. of the Thorpe Elvtr. Co. at Hoving.—C. R. Wiley.

Falson sta., Voltaire p. o., N. D.—Equity Elvtr. & Trading Co. incorporated; capital stock, \$10,000; incorporators, Jno. Colby, Joe Keller and H. L. Lee, all of Granville.

Bremen, N. D.—The Equity Elvtr. & Trading Co., incorporated; capital stock, \$12,000; incorporators, Wm. R. Hartl, New Rockford; A. T. Sylling, Sheyenne, and A. C. McNitt, Bremen.

Sentinel Butte, N. D.—The Sentinel Butte Farmers Co-op. Elvtr. & Trading Co. will be incorporated with a capital stock of \$50,000 by J. A. Kitchen, J. G. Odland and others.

Heimdal, N. D.—The Equity Farmers Elvtr. Co. incorporated; capital stock, \$20,000; incorporators, Olof Hankanson, Maddock; Ole H. Bracken, Heimdal, and H. Berglund, Manfred.

Valley City, N. D.—The first meeting of the State Managers Ass'n of Farmers Elvtr. Co.'s. was held here July 16, with about 50 in attendance. Many questions of interest to the Farmers Elvtr. Co.'s. were discussed, among them "Hedging and Selling Grain, Cash or Stored," "Selling and Handling Barley," "Financing Farmers Elvtr. Companies," and "Buying Grain on Grade or by Sample." "Scale Inspection" was thoroly discussed and the usual method of having the sheriff drive onto the scale in his automobile, weigh it and decide that the scale is O. K. was condemned. The present method of scale inspection is a farce, according to the opinion of the majority. Charges for scale inspection were said to be from \$3 down, according to the size of the scale.

Amenia, N. D.—The will of the late H. C. Chaffee, one of the victims of the ill-fated Titanic, has been lost and the estate, amounting to \$2,000,000, will be divided according to law.

Viking, R. D., Maddock, N. D.—Equity Elvtr. Co. of Viking incorporated; capital stock, \$20,000; incorporators, Frank Schrader, Viking, N. D.; L. Legerson, Maddock, and Jno. G. McNett, Bremen.

Walhalla, N. D.—The North Dakota Railroad Commission has granted the right to establish a grain loading station close to the international boundary, to farmers residing north of this station.

Chaseley, N. D.—The Chaseley Farmers Elvtr. Co. incorporated; capital stock, \$25,000; incorporators, Jno. L. Hart of Fessenden, Geo. Brower of this city and Kyle C. Hildebrandt of Bowdon.

Hope, N. D.—H. E. Tremmell, mgr. of the elvtr. of the Winter-Truesdell Co. at Holloway, Minn., has resigned to accept a similar position with the Farmers Elvtr. Co. at this station.—Jno. J. Hagen, mgr. Farmers Elvtr. Co., Holloway, Minn.

Grandin, N. D.—The elvtr. of the Grandin Farmers Elvtr. Co. has just been completed. The equipment includes a 1,500-bu. Sonander Automatic Scale, Sidney Manlift, 3 strand rope drive and 15 h. p. Otto Engine. The Younglove Const. Co. built the house.

Minot, N. D.—The elvtr. of the Russell-Miller Mfg. Co., containing 30,000 bus. of wheat, burned at 3 a. m., Aug. 1; loss, \$50,000. The fire started at the top of the elvtr. It will be rebuilt immediately and it is hoped to have the new elvtr. ready by Sept. 15.

Valley City, N. D.—G. M. Buswell of Tower City has succeeded M. R. Nelson as traveling auditor for the Acme Grain Co., Mr. Nelson having resigned after 10 years service, to represent the Atwood-Larson Co. of Duluth. He will continue to make his home in this city.

Bismarck, N. D.—Rules and regulations for the guidance of railroads leasing sites to elvtr. companies in this state, will be formulated by the North Dakota Railroad Commission, in response to complaints made by several elvtr. companies which have been unsuccessful in securing sites from the R. R. companies.

Wahpeton, N. D.—The elvtr. containing 4,000 bus. of grain, the warehouse with 400 bbls. of flour and the mill of the Star Roller Mill, owned by Math Braun & Co. burned at 11:30 p. m., Aug. 1; loss \$45,000, insurance \$20,000. Tramps sleeping under the platform are believed to have caused the blaze. The plant will be rebuilt at once.

Dickinson, N. D.—We incorporated the Jno. F. Davis Elvtr. Co. to build a 45,000-bu. elvtr., but as there seemed to be a misunderstanding among the stock holders, and the time was short for the completion of the elvtr., I concluded not to build. However, the Dickinson Roller Mfg. Co. is building a 40,000-bu. elvtr. on the Nor. Pac. There has been no change in the Walton & Davis Co.—J. F. Davis.

Jamestown, N. D.—Burglars forced an entrance to the office of the Occident Elvtr. Co. July 28, and robbed the safe, carrying away the cash box, which, however, only contained \$4 in silver, a few non-negotiable papers, receipts and two grain checks in favor of C. B. Kekford, for \$8.15 and \$18.50. The safe door was shut and the bolt shot when the office was closed Saturday evening, but the combination was not set, so the door swung open with a turn of the handle.

Glenburn, N. D.—The elvtr. of Arthur Butts was struck by lightning July 27, and is a total loss. The flames were shooting out of the top of the elvtr. when the fire was discovered and only Mr. Butts automobile that was standing in the driveway, the desk and the books in the office were saved. The elvtr. of the Farmers Elvtr. Co., which adjoins the burned elvtr., was saved only after a stubborn fight, having caught fire several times. It is blistered from top to bottom. The burned elvtr.

was built in 1904 by Harry Gidley, who sold it to Arthur Butts and the Poehler Grain Co. It was valued at \$8,500; insurance \$5,500.

OHIO.

Green Camp, O.—Baker, Gill & Co. have bot the elvtr. and grain business of J. F. Wottring.

Kimbolton, O.—S. A. Clark has completed his new warehouse and will use part of it for an elvtr.

Lisbon, O.—We have succeeded Williard & Binsley at this station and at Elkton.—F. C. Binsley & Co.

Okolona, O.—The elvtr. of the Farmers Elvtr. Co. is under construction.—Jno. H. Vocke, Napoleon, O.

Haskins, O.—The Farmers Elvtr. Co. has bot the elvtr. operated by J. G. Watts as the Haskins Elvtr.

Montpelier, O.—The H. D. Raddatz Grain Co. opened its elvtr. Aug. 5, with W. H. Knepper in charge.

Lockland, O.—We are now building our new elvtr. and warehouse. They will cost us \$21,000.—John Mueller.

Defiance, O.—The Defiance Grain & Mfg. Co. incorporated; capital stock \$15,000; incorporators, C. P. Harley and others.

Antwerp, O.—The elvtr. of the People's Elvtr. Co. is being overhauled, a new roof and other improvements being made.

Monroeville, O.—T. W. Latham bot the elvtr. of Schug & Horn, July 19, and sold it the next day to J. P. Easton and Philip Horn.

Wauseon, O.—Hanson & Bressler have succeeded E. F. Hanson and will operate the elvtr. and feed store.—J. C. Custenborder.

Cincinnati, O.—The deal for the land at South Norwood for 2 elvtrs. did not go thru and nothing is now being done.—The Jno. P. Bolger & Co.

Springfield, O.—The recently incorporated Western Ohio Grain Storage Co. is located in this city, instead of at Columbus, O., as stated in this column July 25.

Toledo, O.—The directors of the Produce Exchange have unanimously approved the suggestion that the Council of Grain Exchanges start a Credit Buro.—C. A. King & Co.

Bellevue, O.—The Irvin T. Fangboner Co. dealers in hay and straw, will hereafter handle grain in car lots only, having opened a grain dept. with C. E. Patterson of Toledo in charge.

Akron, O.—I. S. Meyers & Co. have bot the grain and seed business of L. Kryder & Sons, which was established in 1876. The new owners will build a \$75,000 building for the business.

St. Mary's, O.—Florenz Garmhausen, pres. of the Lock Two Grain & Mfg. Co., died July 25, as a result of an internal hemorrhage caused by a recent sunstroke. He was 54 years old.

Hagenbaughs sta., Urbana p. o., O.—C. E. Young & Son have leased the elvtr. at this station formerly operated by J. L. Turner. It will be managed by Gregg Bros., of Kings Creek.

Lima, O.—Arrangements for the State Corn Show to be held at Lima, Jan. 7 to 10, 1913, were made at the meeting of the Hay & Grain Producers & Shippers Ass'n held at Toledo July 26.

Fredericktown, O.—Levering Bros. send checks, take money when trade goes their way and stop payment on the checks when trade goes against them. Only eight suits filed in Knox county against them for amounts varying from \$215 to \$3,000.—C. A. King & Co., Toledo.

Toledo, O.—The first car of new oats to reach this market was received July 27, consigned to us. One car graded No. 3 White, account of being stained and slightly damp and sold at 46c track Toledo, the other car grading sample white, was badly wheat mixed, stained and warm, and sold at 41c. track Toledo.—H. W. Devore & Co.

Receipts of grain at Cincinnati during July included 10 bus. of barley, 690,626 of corn, 331,756 of oats, 12,916 of rye and 167,-092 bus. of wheat. Shipments for the month included 10 bus. of barley, 557,485 of corn, 171,380 of oats, 653 of rye and 130,729 bus. of wheat.—Wm. Culkins, supt. Chamber of Commerce.

Kingscreek, O.—The elvtr. of Alden Beatley which has been closed for some time, was damaged by a fire in the top of the elvtr. July 24, but was saved from total destruction by a bucket brigade formed by 30 Erie R. R. employees. Mgr. Harvey Swisher had built a fire in the engine room and shortly afterward the top of the elvtr. was seen to be burning.

Urbana, O.—A deed has been ordered executed to the Citizens' National bank for the elvtr., at Hagenbaugh sta., in the case of William Robertson against Wesley Hardman. The bank purchased the elvtr. at sheriff's sale a short time ago. Sheriff McAdams was ordered to pay to William Robertson \$11.76 for taxes on his mortgage of \$1,723.25, and the remainder to W. W. Wilson on his mortgage. The mortgage on the property was ordered sold.

Receipts of grain at Toledo during July included 805,000 bus. of wheat, 211,400 of corn, 124,500 of oats, and 1,000 bus. of rye; compared with 2,690,000 bus. of wheat, 200,000 of corn, 257,500 of oats and 3,000 bus. of rye received in July, 1911. Shipments for the month included 295,300 bus. of wheat, 79,400 of corn, 89,400 of oats and 3,300 bus. of rye; compared with 584,500 bus. of wheat, 151,300 of corn, 281,700 of oats and 1,100 bus. of rye shipped in July, 1911.—A. Gassaway, sec'y Board of Trade.

Bellevue, O.—The W. H. Gardner Grain & Mill Co., The Farmers Grain Co. and the Irvin T. Fangboner Co. recently requested the Chamber of Commerce to establish an inspection buro and rules for the inspection of grain and hay. They recommended the following appointments: chief grain inspector, Wm. McKenzie; deputy grain and chief hay inspector, F. J. Kurtz; deputy hay inspector, Wm. McKenzie. The directors of the Chamber of Commerce at the last meeting adopted the suggested rules and made the appointments as requested. The rules governing the inspection of grain are taken from the Chicago Board of Trade rules with a few minor changes and rules governing the inspection of hay from the established rules of the National Hay Ass'n.

OKLAHOMA.

Scoopers making trouble in Oklahoma are Oscar Robinson at Gage, and Mr. Smoot, at Laverne.

Forgan, Okla.—Wood & Wood, Bolin & Hall and the Alva Mill & Elvtr. Co. are building elvtrs. here.

Oklmulgee, Okla.—We will overhaul and repair our elvtr. at this station.—J. D. Cary, Okmulgee Mill & Elvtr. Co.

Knowles, Okla.—The Edmission Bros. Grain Co. incorporated; capital stock \$20,000; incorporators Felix C., Geo. I., and Robt. E. Edmission.

Waurika, Okla.—Grosclose & Wegener have moved their elvtr. 400 ft. south of the old site on the R. L. right of way. The railroad company wanted the land for a new depot.

Aline, Okla.—We are the lessees of the elvtr. of R. H. Drennan at this station, instead of the Cherokee Mill & Elvtr. Co. as reported in these columns July 25.—Cherokee Grain Co., Cherokee.

Oklahoma City, Okla.—The Oklahoma Grain Dealers Ass'n adopted a resolution of condolence on the death of L. W. Lyons of Enid, a well known member of the Ass'n who died suddenly June 30.

Oklahoma City, Okla.—Suit has been brot in the District Court by the C. V. Fisher Grain Co. of Kansas City, against Frank Kammerdiener, the plaintiffs alleging that payment of the defendant's check for \$933.75, due them for 1,125 bus. of corn sold to him June 25, was refused by the State Exchange Bank of this city.

The GRAIN DEALERS JOURNAL.

Eram sta., Boynton p. o., Okla.—H. Walde has finished the foundation for his 5,000-bu. elvtr. We have put in a buying station here and also at Brown Switch, on the Frisco line.—J. D. Cary, Okmulgee Mill & Elvtr. Co., Okmulgee.

Oklahoma City, Okla.—The Oklahoma Grain Dealers Ass'n held 11 district meetings during June and July and as all meetings were most successful and well attended they will be continued thruout the year. All dealers are urged to be present at these meetings in order to familiarize themselves with grain doings and conditions in the state.—C. F. Prouty, sec'y.

PENNSYLVANIA.

The Pennsylvania Millers State Ass'n will hold its 35th annual convention at Atlantic City, N. J., Sept. 11 to 13.

Philadelphia, Pa.—The Chamber of Commerce will make a protest to the Interstate Commerce Commission in respect to the new rates the railroads have inaugurated on grain shipped from the West and Middle West on export through the Gulf ports, alleging that rates will send a large quantity of the grain that formerly came to this port thru other export points and thereby work a hardship on the grain men of this city.

PITTSBURGH LETTER.

More than double the number of teamsters are at work and they are getting higher wages and buying more feed. In the outside towns the demand for grain is fair.

The sympathy of the Exchange goes out to John R. Johnston, manager of the Keystone Commercial Co., whose wife died last Sunday. He is one of the best-known grain men in the city.

A big improvement to the conveniences at the Exchange is the set of electric enunciators which was installed in the meeting room on the seventh floor of the Wabash building last week. These connect with the office of every member in the building and save an endless amount of running and telephoning members while they are on 'Change.

The Pittsburgh Grain & Hay Exchange has secured the services of Harry F. Denig, chief clerk to Traffic Manager Ira S. Bassett of the Pittsburgh Chamber of Commerce, who will be traffic superintendent for the Exchange. This is a position which was recently created and the need of which has been felt for a long time. Mr. Denig assumed his duties Aug. 5. Prior to going to the Chamber of Commerce he was for a long time with the Pennsylvania Railroad and the Pittsburgh & Lake Erie Railroad.

SOUTH DAKOTA.

Doland, S. D.—The Farmers Elvtr. Co. is building a 16x16-ft. addition to its office.

Castlewood, S. D.—The Farmers Grain & Produce Co., incorporated; capital stock \$2,500.

Raymond, S. D.—Geo. Siem has returned and is engaged in the grain business at this station.

Valley Springs, S. D.—Lightning struck the elvtr. of G. W. Wright, damaging it slightly.

Mansfield, S. D.—C. D. Wilson has assumed the management of the Atlas Elvtr. Co. at this station.

Saranac sta., Chester p. o., S. D.—The D. McKinnon Elvtr. Co. has opened its elvtr. at this station.

Yankton, S. D.—The McCaul-Webster Elvtr. Co. has opened its elvtr. with L. E. Swattman in charge.

Twin Brooks, S. D.—The elvtr. of the Miller Elvtr. Co. was opened Aug. 1 with A. H. Schmidt in charge.

Spencer, S. D.—The A. A. Truax Grain Co. of Mitchell, S. D., has bot the elvtr. formerly owned by J. J. Mullaney.

Strandburg, S. D.—The farmers of this vicinity are organizing a co-operative elvtr. company and will build an elvtr.

Raymond, S. D.—The elvtr. of G. W. Van Dusen & Co. is being torn down to make room for a new up-to-date building.

Seneca, S. D.—The elvtr. of the Atlas Elvtr. Co. has opened with Otto Helwig as buyer.—J. B. Smith, mgr. Farmers Elvtr. Co.

White, S. D.—The new 25,000-bu. elvtr. of the Davenport Elvtr. Co. is nearing completion and will be ready for the new crop.

Ben Clare, S. D.—We have purchased the grain business of Morland & Shuttleworth at this station.—L. B. Spracher & Co.

Bath, S. D.—A. J. Murray, whose elvtr. burned down last spring, has leased the elvtr. of the Independent Elvtr. Co.—D. G. Stewart.

Webster, S. D.—Frank Wendt, mgr. of Miller Elvtr. Co., has resigned and has accepted a similar position with the Pacific Elvtr. Co.

Ethan, S. D.—O. P. Shaw has bot the elvtr. of A. H. Betts and will conduct the business under the name of the Shaw Grain Co.

Rutland, S. D.—Emil Shultz has bot the elvtr. of Abraham & Schultz and will operate it as an independent dealer.—G. F. Graff & Son.

Wessington, S. D.—The elvtr. of the Farmers Elvtr. Co. is being repaired and will soon open for business with Geo. D. Carstens as mgr.

Trent, S. D.—R. H. Underwood bot the elvtr. of the Farmers Elvtr. Co., which was sold at public sale to the highest bidder, July 26.—S. M. Sorenson.

Rockham, S. D.—I have been elected mgr. of the Farmers Elvtr. Co., which recently bot the elvtr. of the Sleepy Eye Mfg. Co. at this point.—A. B. Linn.

Morrstown, S. D.—Merchants and business men of this city believe that there will be need of a second elvtr. here this fall and are making efforts to secure it.

Stratford, S. D.—J. G. Brady of Aberdeen was elected mgr. of the Farmers Union Grain Co. successors of the South Dakota Farmers Elvtr. Co., at a recent meeting of the company.

Wakonda, S. D.—New officers of the Farmers Co-op. Elvtr. Co. elected at a recent meeting are: L. W. Mayer, pres.; John Oursland, vice-pres.; W. G. Wright, sec'y, and Sam. Jacobson, treas.

Yale, S. D.—The Northwestern Alfalfa Products Co. has been established at this station under the Belle Fourche irrigation project, to manufacture tea, coffee, flour, medicines, stock food, etc., from alfalfa.

Dolton, S. D.—The elvtr. of Hofer, Stahl & Bailey, known as the Farmers Elvtr. Co., was recently sold to the Farmers National Bank of Bridgewater, for \$5,250. I have been mgr. of the elvtr. and have not decided what I will do.—G. G. Stahl.

Geddes, S. D.—The 48,000-bu. elvtr. of the Farmers Elvtr. Co., replacing the one burned some time ago, was opened Aug. 1. The foundation of the elvtr. including the dump and the foundations for the bins, are entirely of cement, rendering them rat proof.

Madison, S. D.—The Madison Mill & Grain Co., incorporated to operate the Madison Mill and elvtrs. at Madison, Colman, Ramona, Lily, Waubay and Vilas; capital stock, \$40,000; incorporators, James F. Toy, Sioux City, Ia.; H. R. Dennis, Sioux Falls, Ia.; D. A. McCollough, Howard, and Jno. W. Wadden, Madison. W. I. Thompson will be sec'y, treas. and mgr. of the new company.

SOUTHEAST.

Jackson, Miss.—Alfalfa Products Co. incorporated; capital stock, \$10,000; incorporators, J. M. Clark and W. H. Dodds.

Greenville, Ala.—The Brown Milling Co., manufacturer of horse and dairy feed at this place and Nashville, Tenn., contemplates installing a feed mixing plant and will purchase machinery.

Birmingham, Ala.—The Western Grain Co. was host to 200 prominent citizens at a house warming and barbecue on the occasion of the opening of its new plant. The feast was spread in the store room and consisted of barbecued pork, mutton and beef, cold slaw, tomatoes and hot corn bread.

Jackson, Miss.—L. B. Lovitt, formerly senior member of Lovitt & Tatton, has organized the firm of L. B. Lovitt & Co., which will do a general brokerage and commission business in grain, grain products, cotton seed, etc., in car lots. A. S. Nall, also of the old firm, is associated with him.

Atlanta, Ga.—Failure to pay a demand draft for 75% of the face of the invoice for 5 cars of No. 2 red wheat, which a North Carolina shipper advised that he had on track in Virginia and which he sold in this city at the prevailing market price on demand draft terms, saved an Atlanta wheat man from loss. Before paying the draft, the consignor was to have his banker wire references, etc., to the consignee and when the wire failed to come, investigation showed that the Bs/L were forged and the shipper had disappeared.

TENNESSEE.

Chattanooga, Tenn.—F. A. Hood, hay and grain dealer, will build a two story brick building to house his growing business, his present quarters being too small.

Nashville, Tenn.—Plans for three additional malt storage bins, each of 4,000 bus. capacity, are being drawn by Glaser & Schwartz for the Wm. Gerst Brewing Co.

Memphis, Tenn.—R. P. Ransom of Greenville, Miss., has been admitted to membership in the Merchants Exchange and will conduct a grain commission and brokerage business in this city.

Nashville, Tenn.—The resignation of J. T. Roberts as chief grain inspector becomes effective Sept. 1. His successor has not yet been chosen, tho there are several applicants for the position, but an appointment will be made in a short while.—Casewell E. Rose.

Nashville, Tenn.—R. D. Smith has brought suit against McKay, Reece & Co. for \$2,500 damages to mill and machinery in the falling of the walls of the building occupied by the defendants, alleging that the building was heavily loaded with grain by them and that this caused the collapse.

TEXAS.

Donna, Tex.—A certificate of dissolution has been filed by the Donna Grain & Implement Co.

Amarillo, Tex.—The Amarillo Mill & Elvtr. Co. has erected 5 large corrugated galvanized iron grain bins.

Fort Worth, Tex.—The Texas Grain Dealers Ass'n is growing beautifully and now has the largest membership enrolled since 1905.—G. J. Gibbs, sec'y.

Dallas, Tex.—I am putting in a Monitor Cleaner and overhauling my other machines; installing a chop mill and automatic scales and building an additional leg for unloading cars, giving me double capacity.—R. Nicholson.

Fort Worth, Tex.—The Smith Grain Co. has been made defendant in a suit for \$10,500 brought by Mrs. Mellie Jarrett to recover damages for the death of her husband, who died June 6 from injuries received in the grain company's plant.

Galveston, Tex.—The receipt of 54 cars of wheat at this port July 31 makes a total of 245 cars received here this season; i. e., since July 15, showing a revival of the grain export trade at this port. Several carloads of oats have also been received.

Longview, Tex.—We are now ready for business, having completed our 40,000-bu. elvtr. We also have a 60,000-bu. warehouse and are located on the T. & P., I. & G. W., G. C. & S. F. and P. B. & I. O. Ry.—J. A. Boring, sec'y and treas., Longview Mill & Elvtr. Co.

Temple, Tex.—L. E. Miller of Marlin and myself have opened a general distribution house here and will operate under the name of the Spencer-Miller Co.—R. W. Stephens.

Galveston, Tex.—No grain was exported during July. Since Sept. 1, exports have amounted to 56,000 bus. of wheat, 10,000 bus. of corn and 25,713 bus. of kafir; compared with 7,965 bus. of wheat, 328,517 bus. of corn and no kafir exported in the corresponding period of the preceding year.—John H. Upschulte, chief inspector, Board of Trade.

Dallas, Tex.—At the meeting of the grain men of the Chamber of Commerce, July 18, to discuss the establishment of a grain inspection buro at this market, C. L. Moss, E. B. Doggett and Morris Willis were appointed as a com'ite to outline the plans for an accredited inspection buro for grain shipments received here. Mr. Doggett said: We must get this inspection bureau and make Dallas the biggest grain market in the South. I am willing to guarantee \$20 per month of an inspector's salary if the other local dealers, brokers and millers contribute pro rata to the underwriting, and Chairman Moss advised: We have already received a number of applications from inspectors as a result of the publicity given the matter, and will proceed with plans at once.

UTAH.

Cache Jet., Utah.—The Farmers Grain & Mig. Co. is building an elvtr.—J. H. Barker.

Ogden, Utah.—Members of the Utah Millers & Grain Dealers Ass'n at the recent annual convention held at Hermitage in the Ogden Canyon, unanimously voted to change the name of the organization to the Utah-Idaho Millers & Grain Dealers Ass'n. W. H. Blood of Kaysville was elected pres. for the ensuing year. Other officers elected are E. E. Rich, vice-pres.; C. A. Smurthwaite, sec'y, and R. M. Holt, treas., all residing in Salt Lake City. T. L. Winters, Rexburg, and H. C. Erlich, American Falls, Ida., together with H. T. Peterson, Logan; C. E. Jensen, Brigham City; J. M. Mack, Ogden; Wm. Bailey, Nephi, and Jno. S. Smith, Springfield, Utah, were named as additional directors of the ass'n. The next meeting will be held in Salt Lake City during the first week of October.

WASHINGTON.

Evans sta., Rock Lake p. o., Wash.—The Rock Lake Elvtr. Co. is building a 100-ft. extension to its warehouse.

Untiontown, Wash.—J. J. Grief will continue to manage the Union Warehouse Co., which has grain warehouses at this station and at Leon. The company has declared a dividend of 40% and carries 15% in undivided profits.

Seattle, Wash.—The differential between sacked and bulk wheat was recently placed at 4c by the grain com'ite of the Merchants Exchange, which is 1c more than established last season. The rise is due to the higher cost of grain sacks, the price now being 11½c each.

Toppenish, Wash.—W. W. Robinson of Seattle is planning the construction of a large alfalfa meal mill at this point, to manufacture products for shipments across the ocean and thru the Panama Canal. Mr. Robinson has a number of large warehouses here at present.

WISCONSIN.

Merrill, Wis.—Lightning recently struck the elvtr. of the Merrill Elvtr. Co.

Arena, Wis.—The repairs on the elvtr. of Orth & Salzman Bros. have been completed and Mgr. Lloyd is again ready for business.

Dale, Wis.—Jno. Steffen of Hortonville has bot the elvtr. of the Western Elvtr. Co. at this station and will make extensive improvements.

La Crosse, Wis.—Minnesota state inspection and weighing will be discontinued Aug. 1, at the mill of the Listman Mill Co.

Clinton, Wis.—Monroe & White have bot the old O. B. Rogers barn and will remodel it into an elvtr.

Elmwood, Wis.—The Elmwood Lbr. & Grain Co. has just overhauled its elvtr. and installed new machinery throughout.—Wm. Herpst, mgr.

Roosevelt sta., Rhinlander p. o., Wis.—Jos. Goldberg is building an addition to his warehouse to accommodate his rapidly increasing grain and feed business.

Howard sta., Albertville p. o., Wis.—The Farmers Produce Co. has let contract for a large elvtr. at this station. F. W. Anderson is mgr. of the company.

Superior, Wis.—Clinton Whereatt has resigned his position with the Wisconsin Grain & Warehouse Commission and has been succeeded by Fred Bischoff.

Sturgeon Bay, Wis.—New floors and a new roof will be part of the repairs on the elvtr. which Teweles & Brandeis recently purchased from the Equity Elvtr. Co.

Luxemburg, Wis.—The ruins of the elvtr. of the Luxemburg Grain Co., burned July 3, have been cleared away and work on the new elvtr., which will be twice the size of the old one, has been started.

Superior, Wis.—The Hall Elvtr., owned by the United Grain Co. of Duluth, will be remodeled and placed in condition to open this fall. New machinery for making stock feed and for cleaning grain will be installed.

MILWAUKEE LETTER.

M. G. Rankin & Co. have moved into larger offices in the Chamber of Commerce Bldg.

The membership of Chas. B. Weil in the Chamber of Commerce has been posted for transfer.

Fagg & Taylor have leased Elvtr. "E" on the C. M. & St. P. Ry., a 1,000,000-bu. capacity house.

Frank T. Furlong and D. R. Soward have been admitted to membership in the Chamber of Commerce.

Elvtr. A of the C. M. & St. P. Ry. Co. has been continued as "regular" by the Chamber of Commerce.

The Com'ite on Finance has fixed the rate of interest to be charged on advances during the month of Aug. at 5½%.

Rialto Elvtr. "A," which closed down for necessary repairs on July 13th, has been reopened for business and is ready for the new crop.

The C. & N. W. Ry. Co. has requested the members of the Chamber of Commerce to ship only on lines which are within its territory, so that it can hold erful cars within its own zone.

The complaint of Herman Deutsch alleging that Francis Duhne, Jr., obtained money by false pretenses, when he accepted payment for two cars of malt which he never delivered, was heard Aug. 7.

Following the example of Pres. Bunch of the Chicago Board of Trade, Pres. Bishop of the Chamber of Commerce has suspended the rule requiring traders to wear coats on the floor of the exchange, and shirt waists are very much in evidence on warm days.

The directors of the Chamber of Commerce are considering the advisability of reducing the number of memberships in the Chamber of Commerce on the ground that the present membership is too large and top heavy, the enrollment being 695, with only 200 active members in that number.

The Chamber of Commerce will entertain the survivors of the Twenty-fourth Wisconsin Regiment at their reunion September 5th, 1912, commemorating the fiftieth anniversary of their departure for the seat of war. This regiment was organized under the auspices of the Chamber of Commerce, and the coming reunion will probably be the last meeting of this famous regiment.

Wm. H. Colvin & Co.
104 S. La Salle Street
CHICAGO

The wheat situation, in our opinion, is a remarkably strong one, but the trade has been discounting the shadow of a bumper harvest and not the actual substance. The Government report indicates a crop of about 525,000,000 bushels this side of the Rocky's with requirements of 522,000,000 bushels for bread and seed, with interior resources the smallest in years.

Consignments of Grain and orders for future transactions solicited. Also orders for wheat from millers.

MEMBERS

New York Stock Exchange,
New York Coffee Exchange,
Chicago Stock Exchange,
Chicago Board of Trade.



105 South Dearborn Street

Capital \$2,000,000.00 Deposits \$31,041,046.16
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A. W. MORTON, Asst. Cashier
WM. N. JARNAGIN, Asst. Cashier
WALKER G. McLAURY, Asst. Cashier
R. U. LANSING, Mgr. Bond Dept.
M. K. BAKER Asst. Mgr. Bond Dept.

Grain Shippers

and in fact all grain men who are wide awake and on the alert to get onto all the ins and outs of the grain business, subscribe for and read the Grain Dealers Journal.

Herman Deutsch has been ordered by Court Commissioner Harper to appear before the court and show reasons why the temporary injunction obtained July 12 by him, restraining the Chamber of Commerce from enforcing a 30-day suspension, should not be dissolved.

The supervisors of grain inspection and weighing have instructed the assistant weighers at the Chamber of Commerce wagon scales to add the amount wasted in loading a wagon on team track as a part of the contents of that load. It is intended to make the buyers responsible for any loss by wastage due to careless handling of grain on the team tracks.

Receipts of grain at Milwaukee during July included 644,000 bus. of wheat, 429,520 of corn, 693,000 of oats, 189,800 of barley and 35,200 bus. of rye; compared with 436,180 bus. of wheat, 227,130 of corn, 826,200 of oats, 218,086 of barley and 20,400 bus. of rye. Shipments for the month included 244,090 bus. of wheat, 360,010 of corn, 672,773 of oats, 136,200 of barley and 54,310 bus. of rye; compared with 141,640 bus. of wheat, 362,614 of corn, 984,978 of oats, 151,822 of barley and 4,080 bus. of rye shipped in July, 1911.—H. A. Plumb, secy Chamber of Commerce.

WYOMING.

Carpenter, Wyo.—The Farmers Co-op. Grain Co., incorporated; capital stock \$25,000; a 15,000-bu. elvtr. will be built at once.

NEW ELEVATOR AT TOWANDA, KAN.

G. E. Garrison has recently completed a new elevator at Towanda, in Butler county, the best kafir corn county in the state of Kansas.

Towanda is a village of 500, surrounded by some of the most fertile soil in Kansas, adapted to the growing of small grain but particularly to corn and kafir corn. Considerable corn and oats is shipped from the station.

The capacity of the new elevator, which is shown in the engraving here-with, is 6,000 bushels and it is equipped with a feed grinder and operated by a 12-h. p. gasoline engine. The building is a frame structure, sealed on the inside with shiplap and the exterior iron-clad. Detached is a brick engine house. The plant was erected by the P. H. Pecky Construction Co., and is being operated under the name G. E. Garrison Elevator Co.

To fight the army worm the House of Representatives has appropriated \$5,000.

The visible supply of wheat in the United States is only 18,841,000 bus., against 44,980,000 a year ago.

Dr. Felix Somary, a German economist, is advocating the building of a gigantic warehouse in which to store 20,000,000 tons of wheat for use in times of war.

"Country run" oats were defined by Judge Willard of the circuit court of appeals at St. Paul in the suit by Updike Grain Co., Omaha, v. P. P. Williams Grain Co., St. Louis, as oats loaded into the car at the country elevator and shipped to the buyer, unmixed with other oats.

Grain dealers in New Orleans are complaining of the lack of tonnage, and state that steamship agents seem disinclined to handle grain to England and the Continental ports. The complaint has long been that ships are not available to care for the cargoes in the busy season, and there was some talk of a protest being made to the commercial bodies and exchanges.

WATERPROOFING ELEVATOR PITS.

Sunk lower than any other part of the grain elevator, the pit, in which sets the boot of the elevating leg, is always the first source of trouble when the water in the subsoil rises from any cause. The boot alone can be set in a steel pan made water tight, but when a sheller or conveyor are placed in a deep basement together with the boot the floor and walls of the basement itself should be waterproofed.

Much light on the problem of waterproofing cement concrete walls and old masonry structures was given at a recent meeting of the Western Society of Engineers in a paper presented by W. H. Finley and in the subsequent discussion which was participated in by other engineers with many years' experience in waterproofing.

Concrete itself does not need much waterproofing. It can be made practically waterproof without the addition of any material. The problem lies in waterproofing the cracks, which are bound to occur in any concrete structure.

The use of asphalt as a waterproof covering for masonry was advocated by Mr. Finley. He said in part:

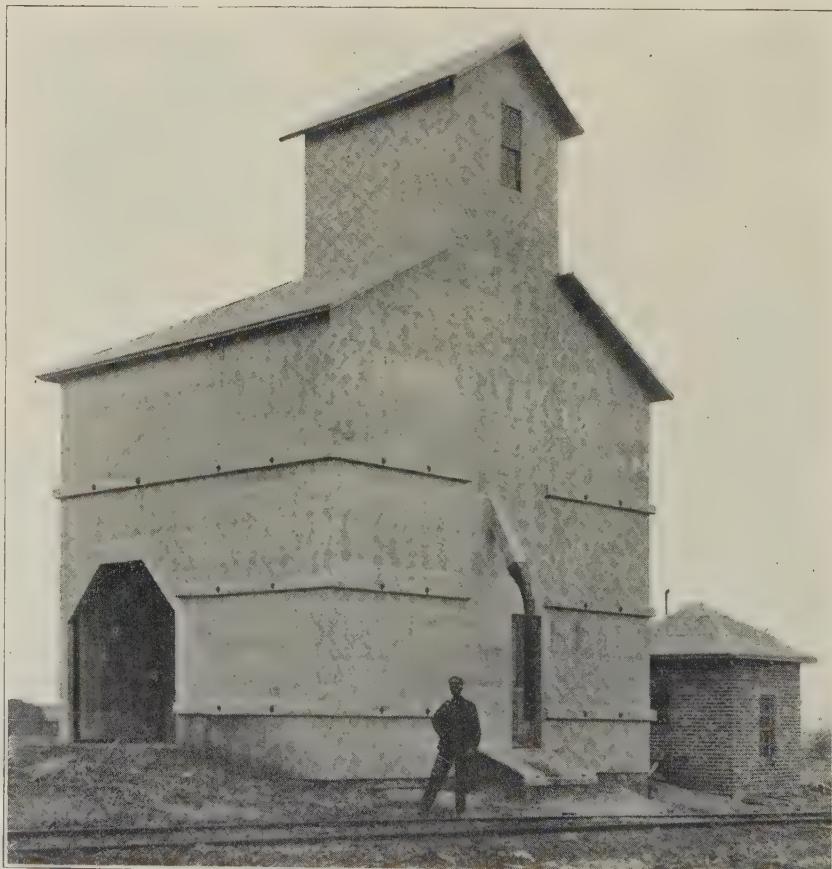
"When waterproofing concrete structures, it is very necessary that the surface be thoroly brushed with wire brushes, to remove all loose particles and get rid, so far as possible, of what the French engineers call "laitance". It should then be coated with a liquid asphalt primer, and, I believe that better results will be obtained if, just ahead of the application of this primer coat, the surface is swabbed with gasoline. Asphalt has no affinity for water and all surfaces that are to be coated should be as dry and clean

as possible, otherwise the asphalt will not stick."

In the discussion that followed, the reading of Mr. Finley's paper, which related principally to the waterproofing of bridges and subways, J. W. Pearl explained an easy way to waterproof the interior of a basement wall, where it is impossible to get at the outside of the wall. The method consists merely in painting the wall with plain Portland cement wash at a temperature that will dry the coating fast enough to permit a man to apply several coats. If there are any streams coming thru the wall, that give trouble, drive in a pine wood plug; then start to work with a white wash brush and a wash of Portland cement. This will form a thin coat of plaster. The wall will commence to dry at one part or another, and as the application of the wash is continued, the dry spots will enlarge until the wall is waterproofed completely. Mr. Pearl declared he had secured such results under a head of 12 ft. of water.

Four thousand tons of corn arrived at Boston Aug. 1 from Rosario, Argentina. The importation was made on account of the anticipated shortage of the corn crop. The shipment is valued at \$128,000 and paid a duty of \$24,000.

Crops in Germany will average about 6 per cent more this year than last, according to the statistics of the Prussian official Royal Statistical Buro. The Buro places the condition of the winter wheat crop Aug. 1912, at 80%, compared with 76% last year. Winter rye is marked 80% Aug. 1, 1912, compared with 76% a year ago. Oats are graded 76% Aug. 1, 1912, compared with 70% on the corresponding date in 1911.



New Elevator of G. E. Garrison Elevator Co., at Towanda, Kan.

Supply Trade

Omaha, Neb.—The American Supply Co. has leased a large three story building at the corner of 11th and Farnam Sts., into which it expects to move about Sept. 1st.

Silver Creek, N. Y.—The plant of the Huntley Mfg. Co. has been working day and night, also Sundays, since Feb. 1st, and report enuf orders ahead to continue until Oct. 1st.

Winnipeg, Man.—C. F. Beakbane, Mgr. Avery Scale Co., Milwaukee, was recently here conferring with the western Canadian manager regarding the opening of a branch factory.

Silver Creek, N. Y.—A regrettable accident occurred in the milling machinery plant of S. Howes Co. recently, when the elevator dropped three stories, injuring one of the employees.

St. Louis, Mo.—J. H. Compton, who is favorably known to the milling trade in Kansas and Oklahoma thru his occupation as traveling agent for the Lehigh Valley R. R. has become identified with the Bemis Bro. Bag Co.

Indianapolis, Ind.—A man well known to the millers of the country passed away in the recent death of J. P. Churchill. His many years spent in the milling machinery line included connections with J. T. Noye & Co. and later as head draftsman with Nordyke & Marmon Co. At the time of his death he was an insurance inspector.

Dealers complain of the irksomeness of writing advertisements. More frequently than otherwise one says he can find nothing interesting or attractive to say. This when there is a story in every nut and bolt, a romance in every wheel, perhaps a tragedy in every improvement. Hardly an article so small and insignificant but it can be made the subject of a tale that will enlighten, instruct and interest. The fault lies not in the goods but in the imagination of the man who is trying to sell them.

Indianapolis, Ind.—The export department of Nordyke & Marmon Co. report the receipt of a number of very satisfactory orders. Among them is one for equipping a meal mill in the Baku district of Russia, a salt mill equipment to Cuidad Bolivar, Venezuela, and complete milling equipment for the new mills of La Industria Harinera of Bogota, Colombia, and Rosendo Centreras Tegusigalpa, Honduras. A large Canadian order is that for the equipment of the Ogilvie Flour Mills, Ltd., for a 2,000 barrel flour mill at Medicine Hat, Alberta.

Chicago.—Judgment entered in the superior court of Cook County, in the case of Davidson vs. Montgomery Ward & Co. for \$35,000 was recently affirmed by the appellate court of Illinois in favor of plaintiff. Davidson was injured while operating a machine which had been purchased from Montgomery Ward & Co., who had ordered it from the manufacturers, the Sycamore Foundry Co. Because of defective material, the fly wheel in the machine burst. A couple of holes that had been run into the fly wheel for the purpose of making it balance properly and several blow holes had been covered up with black paint.

Kansas City, Mo.—The Nordyke & Marmon Co. has recently opened new branch offices at 1618-20 McGee St., combining their motor car sales offices and garage with the milling machinery offices. H. S. Malsness is the special representative for the middle west and southwest.

Builders in New Location.

The firm of Stone & Watts, who have for over 20 years been located at Springfield, Mo., has recently moved its business to St. Louis, Mo., and established offices in the Merchants Exchange Bldg. It will continue the business of designing and contracting for new mills and elevator construction work; also remodeling. It is in a position to furnish a complete line of special machinery and a general line of mill and elevator supplies including bolting cloth and roll corrugating.

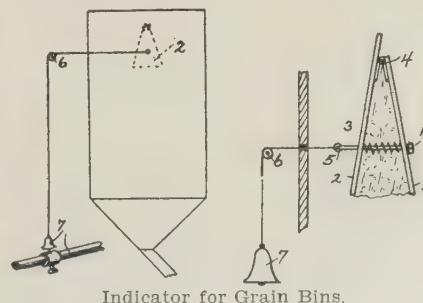
Thru their large experience in designing and constructing grain elevators in wood, steel, concrete and composite material and carefully considering the different methods of construction from a designer's, builder's and owner's viewpoint, they are convinced that the best material for Grain Elevators is Steel Construction, have concentrated their efforts along this line and perfected a house of portable construction with new improvements and methods for the handling of grain. These houses are easily operated by one man as everything is handled from the first or working floor.

GRAIN BIN INDICATOR.

An indicator for grain bins, to show when the bin is full or empty, is shown in the engraving herewith. The device is easily made and should prove of great convenience to elevator men. Briefly, the device described by the *Canadian Miller*, consists of bellows so adapted that a bell will ring as they are compressed or expanded.

The indicator can be made by using two short stout pieces of inch lumber, 6 or 8 inches wide, tapered like a small hand bellows. Tack a piece of cotton sack on the edge of both pieces and at the small end put a common door butt or hinge. The bellows are screwed on the inside of the bin near the top, big end down, to indicate when the bin is full. To learn when the bin is empty put another bellows at the bottom of the bin.

The details of the bellows and its connections are shown in the engraving. The bolt, 1, carries a small coil spring as it runs thru the bellows from side, 2, to side, 2. The bolt extends from the bottom board thru the side of the bin, being connected at 5 with a cord which runs over a common spool, 6, and has a bell, 7, on the lower end, which hangs so that when the bellows are compressed the bell will be struck by a small set screw in a collar on the shaft.



ALL ABOARD for G. D. N. A. Meeting.

The Norfolk & Western Railway having been selected by the Directors of the Grain Dealers' National Association as the Official Route to Norfolk, Va., for the Sixteenth Annual Convention, October 1st, 2d and 3d, members and others who will attend are requested to communicate with Mr. H. G. Grant, T. P. A., N. & W. Ry., 308 Marquette Bldg., Chicago, Ill., who will be glad to give full information as to rates, etc., and make the Pullman reservations desired.

Sample Envelopes

Non-Sifting

Designed especially for mailing samples of grain and seed. Specimens Free.

TULLAR ENVELOPE CO.
67 Larned St. Detroit, Mich.

A. H. RICHNER

Contractor of Grain Elevators,
Supplies and Chain Grain Feeders
CRAWFORDSVILLE, IND.

R

 + FUMA =

Live weevil plus a little Fuma equals dead ones every time.

Fumigate Your Elevators and Mills with

FUMA

The only satisfactory method of treating grain in the bin; kills all insects, weevils, moths, etc.

10c per lb., in 50 lb. and 100 lb. drums.

Send for printed matter.

EDWARD R. TAYLOR
Manufacturing Chemist Penn Yan, N. Y.

FOR SALE

3 Ideal Hess Driers

For all practical purposes

as good as new

Low price for quick sale.

Address

DRIER

732 Postal Telegraph Building
CHICAGO, ILL.

Supreme Court Decisions

Loss in Transit by Fire.—In an action to recover for the loss of goods destroyed while in the possession of a carrier under B/L containing an exemption of liability for loss by fire, the plaintiff must show negligence on the part of the carrier.—Bobbink v. Erie R. R. Co. Court of Errors and Appeals of New Jersey. 82 Atl. 877.

Interstate Freight Rates.—Shipments over connecting lines, even though moving on thru Bs/L, must, under the interstate commerce act, take the lawfully established local rate in force on each line, where there is no established joint through rate.—Kansas City Southern Ry. v. C. H. Albers Commission Co. Supreme Court of the United States. 32 Sup. Ct. Rep. 316.

Notice to Carrier of Loss.—Where it appeared that a railroad company had notice that a shipment of goods was destroyed by fire, the failure of the consignee to give notice of nondelivery, as required by the bill of lading, is no bar to an action; there being no reason for the giving of such notice.—Deaver-Jeter Co. v. Southern Ry. Co. Supreme Court of South Carolina. 74 S. E. 1071.

Carrier's Liability for Delay.—A B/L for goods shipped, given by a carrier, fixing their value, and providing that the carrier shall in no event be liable beyond that value, relates to loss of the goods, and does not preclude recovery for delay of transportation, or fix amount of damages for delay.—Delaney v. United States Express Co. Supreme Court of Appeals of West Virginia. 74 S. E. 512.

Suit Against Connecting Carriers.—A shipper of an interstate shipment may sue, under the Hepburn Act (Act June 29, 1906, c. 3591, 34 Stat. 584 [U. S. Comp. St. Supp. 1909, p. 1149]), the initial carrier receiving the shipment and executing the B/L; and the fact that he joins the connecting carriers does not affect his right to recover the whole damages from the initial carrier.—Missouri, K. & T. Ry. Co. v. Demere & Coggin. Court of Civil Appeals of Texas. 145 S. W. 623.

Time of Appointment of Warehouse Commissioners.—The provision of Laws 1909, c. 440, for the appointment of grain and warehouse commissioners on or before the first Monday in February, 1910, and that one member of the board should be appointed in January, 1911, and annually thereafter, was directory only, so that an appointment was not invalidated because it was not made until October, 1911.—State ex rel. Johnson v. Nye. Supreme Court of Wisconsin. 135 N. W. 126.

Delivery of Goods by Carrier.—Where a consignee's agent had surrendered the B/L for a car load of goods, the car had been spotted on the railroad's delivery tracks for delivery, and the agent had gone to the car, broken the seal, and opened and entered at the time a fire occurred, the goods had been fully delivered to the consignee and were not in possession of the railroad neither as carrier nor warehouseman.—Rothchild Bros. v. Northern Pac. Ry. Co. Supreme Court of Washington. 123 Pac. 1011.

Crop Lien.—That a mortgage on a crop to be grown the following year may create a lien thereon, the mortgagor, at the time of giving it, must have had such an interest in the land as to entitle him to mortgage such crop, which is not the case where he was in possession, under a rental contract with the owner, a third person, for the year only in which the mortgage was given, without at the time having made any arrangement, or having any understanding, with the owner in regard to the rent or cultivation of any of his land for the following year.—Young v. Hall. Court of Appeals of Alabama. 58 South. 789.

Weighers are not Bailees.—Where a town ordinance merely required that an owner of cotton must carry it to the town cotton weigher to be weighed, a delivery of cotton to such weigher was not a bailment; and, though it was lost after being weighed, and the weigher had placed it with other cotton on a platform, he was chargeable with no liability, as bailee, which would render him or the town liable to the owner for such loss of the cotton.—North State Cotton Co. v. Wilson. Supreme Court of North Carolina. 74 S. E. 884.

Liability of Carriers.—Where several carriers associate themselves together as partners for the business of carriage for hire, accepting a single sum as the freight rate from a shipper, and participate together in the profits and losses of the business, the carriers are jointly and severally liable for a negligent breach of the carrier's duty; and this is true whether they operate under a trade name as a partnership, or not.—R. E. Funsten Dried Fruit & Nut Co. v. Toledo, St. L. & W. R. Co. St. Louis Court of Appeals, Missouri. 143 S. W. 839.

Carrier's Liability.—Because a carrier is in a pool with other carriers to act as a warehouseman, ultra vires of its charter, the shipper cannot set up its ultra vires acts to change the nature of the liability imposed upon it by law. If the facts are such as to show that the carrier is acting as warehouseman at the time of the loss of the hay and oats, the owner cannot escape the relationship of bailee for hire which he has himself helped to create—pleading that the carrier was doing something not incident to its business as a carrier.—Gibbons v. Yazoo & M. V. R. Co. Supreme Court of Louisiana. 58 South. 505.

Railroad Liable for Fire.—In an action to recover damages for loss by fire, by reason of the negligence of a railway company in its equipment and operation of its engines drawing trains over its right of way, and the evidence shows that the fire which caused the damage came from sparks of the railway company's engines, such evidence proves a *prima facie* case, and negligence is presumed; and the evidence is sufficient to entitle the plaintiff to recover for negligence on the part of the railway company in its equipment and operation of its engines, and, such proof being made, the burden then shifts to the defendant to rebut this presumption of negligence.—Fodey v. Northern Pac. Ry. Co. Supreme Court of Idaho. 123 Pac. 835.

Discrimination by Carrier.—Where a carrier receives a note from a shipper in payment of freight on shipments in interstate commerce, it thereby receives a "different compensation" from that which only the law authorizes, to-wit, money, in violation of the Elkins act (Act Feb. 19, 1903, c. 708, 32 Stat. 847 [U. S. Comp. St. Supp. 1909, p. 1138]), as amended in 1906 (Act June 29, 1906, c. 3591, 34 Stat. 587 [U. S. Comp. St. Supp. 1909, p. 1149]), providing that a shipper who is permitted to settle his charges by paying a less or different compensation to the carrier than is required by other shippers operating under the same or similar circumstances accepts or receives a discrimination.—United States v. Sunday Creek Co. U. S. District Court, Northern District, Ohio. 194 Fed. 252.

Validity of Order Reducing Rates.—It is not ground for enjoining the enforcement of an order of the Interstate Commerce Commission reducing local class rates on a railroad between certain points, if the rates fixed are reasonable in themselves, that, owing to the low commodity rate on the same class of traffic, which has been forced by competition on thru shipments to one of such points, it will be necessary to reduce the thru car load rate to the other point below a reasonable compensation, in order that it may not exceed the sum of the local rates. An unreasonably high rate on the traffic and between the points to which the order relates cannot be justified on the ground that it is necessary to sustain some other rate.—Norfolk & W. Ry. Co. v. United States (Interstate Commerce Commission, Intervener). U. S. Commerce Court. 195 Fed. 953.

Recovery for Shortage.—A buyer of cotton seed cake, weight guaranteed at destination, who paid for such amount, had an action against the seller to recover the value of a shortage; and where all the cake reaching destination was sacked and weighed by the buyer, it was immaterial that it was sacked before it was weighed, and that it was removed from the cars in which it was originally shipped before delivery to the buyer at destination.—Fox v. Baggett. Supreme Court of Mississippi. 58 South. 481.

Scope of Arbitration.—A seller of apple "chops" was notified by the buyer that a car was rejected because it did not comply with the contract, and was also informed that a second car had not arrived, and would not be sampled if of the same quality. The buyer expressed his willingness to submit the issue to arbitration, and the seller notified the buyer that he had concluded to arbitrate the second car, and establish a grade of prime, and, should the car be decided not prime, the seller would tender other goods, or the buyer could settle the market difference. Arbitrators were appointed, and they examined both cars, and decided that they did not comply with the contract. Held, that the arbitration was conclusive on the seller as to both cars.—Welch v. Probst. Supreme Court of New York. 135 N. Y. Supp. 642.

Seller Liable for Failure to Limit Time for Acceptance.

W. H. Dowlen & Son of Windom, Tex., plaintiffs, v. Dorsey Grain Co., of Fort Worth, Tex., defendants, before the arbitration com'ite of the Texas Grain Dealers Ass'n.

The testimony shows that on July 4, 1911, plaintiff wired defendant asking quotations on bulk No. 2 white corn and No. 2 bulk corn. This message was filed with the Western Union Telegraph Co. at Windom, Tex., about 10 a. m. At about 10:55 a. m. defendant replied by W. U. Tel. Co. as follows: "Message received. Acumen (No. 2 White Corn) Cuticle (78), Sighting (subject to your immediate reply by telegraph). No Alkali (No. 2 Corn) to offer. Hot wave burning corn up. Will be three to five cents higher tomorrow."

This message was delivered to plaintiff at about 4:10 p. m., July 4, and about 4:30 p. m., same date, the plaintiff filed with the W. U. Tel. Co. at Windom, Tex., a telegram to defendant reading as follows: "Book us Absconding (3,000 bushels) bulk Acumen (No. 2 white corn), Cuticle (78), prompt shipment." This message was not delivered by the telegraph company until about 8:45 a. m., July 5, 1911, whereupon defendant immediately wired plaintiffs that their acceptance was too late, and that the corn could not be furnished at 78, and that the market was higher.

The defendant positively refused to ship the corn, and on July 6, 1911, plaintiffs bought the 3,000 bus. corn elsewhere at \$1, and rendered bill to defendant for \$90, which was declined, defendant claiming that that plaintiff's claim should be filed against the telegraph company. It is in testimony before us that plaintiffs brought suit against the Western Union Tel. Co. in Fannin County, carrying the suit on appeal from the justice court to the County Court, and the courts decided adversely to plaintiffs, holding that a valid and binding contract was made between plaintiffs and defendant when plaintiffs filed a message accepting defendant's offer on July 4, 1911, and that plaintiffs had no claim against the telegraph company for its delay in delivering the message of acceptance. The plaintiffs then filed the claim before this committee.

We have carefully considered all the facts and testimony and find that in accepting the offer made by defendant on July 4, 1911, the plaintiffs complied with all the requirements stipulated in said offer, and we hold that, since the defendant did not require that the acceptance should be received by a specific time or hour, a valid contract was entered into by the parties. We therefore will find in favor of the plaintiffs for the amount claimed, being 3c on 3,000 bushels, \$90, and \$.... court costs, making a total of \$....

It is therefore ordered that defendant, Dorsey Grain Co., promptly pay to W. H. Dowlen & Son at Windom, Texas, the sum of \$..., and the secretary is instructed to return the deposit fee of plaintiffs.

J. A. Hughes,
Kent Barber,
E. N. Noble,
Com'ite,

Bs/L Shud Bear Endorsement
Specified in Buyer's
Confirmation.

The Tri-State Board of Appeals at Oklahoma City, May 20, 1912, reversed the decision of the arbitration com'ite of the Kansas Grain Dealers Ass'n in favor of plaintiff, Bennett Commission Co., Topeka, Kan., v. O'Neil, Kaufman, Pettit Grain Co., Hutchinson, Kan., as follows:

We find from the evidence that Bennett Commission Co. on July 27, 1910, bought from O'Neil, Kaufman, Pettit Grain Co. three cars of No. 2 hard dark wheat at 96 cts., f.o.b., St. Louis weights and grades to govern in settlement. The Bennett Commission Co. did notify the defendants that they had sold this wheat on a special order requiring this peculiar character of wheat to a mill in St. Louis. There seems to have been a perfect agreement as to confirmations. The three cars of wheat were shipped within contract time.

In the confirmation of Bennett Commission Company it was specified that the three cars were to be billed "stop at Topeka for inspection and forwarding orders." The Bs/L for the three cars of wheat did not have this request. However, the cars were inspected at Topeka, but not held for forwarding orders, which was all important to the aforesaid Bennett Commission Co., on account of its customer specifically demanding only dark No. 2 hard. It appears in evidence that the shippers, although they neglected to have the Bs/L to read "stop at Topeka for inspection and forwarding orders," did have the railroad to place this upon the waybills, after the cars had begun to move.

It also shows that the three cars of wheat graded in St. Louis No. 1 hard, not No. 2 hard dark. On account of the wheat not grading according to the contract, the customers of Bennett Commission Co. had sold the wheat at \$1.11½ St. Louis. The Bennett Commission Company, thru their authorized agent, sold one of the cars at \$1.04 and the other two cars at \$1.03, and on account of the failure of the defendants' failure to ship the wheat contracted for, the Bennett Commission Co. did lose by this failure to perform the contract \$264.02.

We therefore render a verdict in favor of the Bennett Commission Co., and decree, and it is so ordered, that the O'Neil, Kaufman, Pettit Grain Co. pay to Bennett Commission Co. at once \$264.02. It is also ordered that the arbitration fee of Bennett Commission Co. be returned and that the expense of this arbitration be assessed against the O'Neil, Kaufman, Pettit Grain Co. It is also in evidence that when these three cars of wheat arrived and were inspected in St. Louis the Bennett Commission Co. could not, at that time, have bought other wheat to supply this order, on account of the life of the contract having expired and the market having declined, the mill would not take the wheat.

J. H. Shaw,
L. G. Belew,
H. Work,
Committee Tri-State Board of Appeals.

The province of Saskatchewan, Canada, on July 11 elected 42 Liberals and only 6 Conservatives, the issue being reciprocity with the United States, favored by the Liberals.

In making repairs and improvements during the dull season grain elevator men should give special attention to making all fast running machines and shafting accessible. The two most hazardous places outside of the engine room is the basement and cupola, and we suggest that these two points be made the basis for the 1912 improvements, with particular reference to eliminating the fire hazards common to these two places.—Wm. Reed, secy. Mutual Fire Prevention Buro.

Educating the farmers in the interest of good roads is the purpose of the Frisco railroad's "good roads special", which will arrive in Chicago Sept. 2. The train is being operated by the Frisco-Eastern Illinois system in the effort to improve the conditions of the roads in the territory contiguous to the lines of the company. The train with exhibits and lecturers is now on its way north, and will stop at most of the stations along the Eastern Illinois in Illinois and Indiana. The train left Brownsville, Texas, March 5.

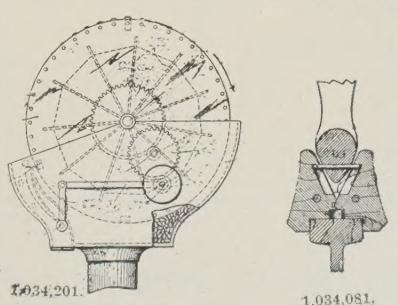
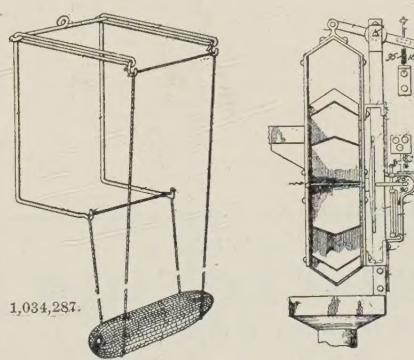
Patents
Granted

Seed Corn Stringer. No. 1,034,287. (See cut.) James C. O'Roake, Newton, Ia. The device consists of a frame of heavy wire with extended arms at its upper and lower ends. The upper arms extend out beyond the lower arms, two hooks slidingly mounted upon them being capable of being moved forward or back. The hooks support twine which in turn supports the corn.

Bean Sorter. No. 1,034,201. (See cut.) Clarence W. Carter, Minneapolis, Minn. The machine is a combination with a hopper and endless carrier of a number of pivoted cups on the carrier. The cups run through the body of beans in the hopper and are adapted each to pick up one member thereof. The pivotally mounted cups are gravity righted. As they pick up the beans, the defective beans are adapted to be discharged into one and the perfect beans into the other of the discharge spouts of the hopper.

Scale. No. 1,034,013. (See cut.) Frank S. Hebbden, Peoria, Ill. In combination are a suitably fulcrumed scale beam, a chute connected with one end thereof, a register for counterbalancing the normal weight of the chute and measureably resisting the depression of the chute under the weight of the materials flowing therethru. Within the chute is a rotatable paddle wheel with a disk on its axis. The latter is connected with the opposite end of the scale beam from that with which the hopper is connected and is operable by the movement of the disk, and adjustable relatively to and from the vertical center thereof to communicate various weights of materials passing thru the chute to the register.

Car Mover. No. 1,034,081. (See cut.) William L. Chittum, Spring Hill, W. Va. A car mover comprising a pair of clamping members, and links disposed across the ends of the clamps. The links are pivotally connected at their terminals to the clamps. Longitudinal flanges on the outer sides of the lower ends of the clamps are provided at the inner sides of their lower ends with cutaway portions. A bow spring is mounted in one of the cutaway portions, having its terminals engaged in the other cutaway portion. The



Late Corn
MEANS
Early Driers

Mr. Grain Man:—

If you could see the inquiries pouring in on us for grain driers of all sizes and capacities, you would realize how many owners and operators of elevators have come to the conviction that HESS DRIERS are absolutely essential to the profitable handling of grain.

You have said to yourself, many times, that sooner or later you would buy a drier, and you have put off the evil (?) day from year to year. Then, each season when you get caught, with damp grain, and no time to put in a drier, you wish you had acted sooner, and had been prepared in time. Now, there's still a little time left for you to get in shape, but fall and winter will be here before you can think, and then the opportunity will be past.

The corn is late, everywhere, and a lot of it is sure to be immature. There's a big profit in handling immature, soft corn, if you have a HESS DRIER, and a good chance to lose, if you don't have one.

There will be damp wheat also, somewhere, and beans—plenty of work for driers, and money in it for you.

GET A HESS DRIER. GET IT NOW and be ready in time. We have all sizes, from \$375.00 up, and just now we can handle orders promptly, but later we cannot, probably.

We guarantee our driers absolutely and we please our customers.

S. M. Isbell & Co., of Jackson, Mich., wrote us July 20th.

"Money would not buy our No. 3 Hess Drier, were we unable to get another. We are still running, and have been, continually, since we started operations, January 17th."

We're at your service, with booklets, plans, etc. Ask us about it.

HESS WARMING & VENTILATING CO.
907 Tacoma Bldg., Chicago

P. S.—More HESS U. S. MOISTURE TESTERS are in use than all other makes combined.

clamps are further provided respectively with tapered upper ends, having recesses in their inner faces. A lever with a transverse pivot pin has its ends engaged in the recesses and has a curved terminal for engaging the periphery of a wheel.

Books Received

GROWING WINTER WHEAT IN IOWA is the title of an informative booklet by L. C. Burnett. In it the author declares winter wheat to be Iowa's most valuable crop. Considerable space is given to methods of cultivation and the introduction of Turkish wheat into Iowa. Bulletin 133, Agricultural Station, I. S. C. A., Ames, Ia.

THE BROAD NOSED GRAIN WEEVIL by F. H. Chittenden, Sc. D., is an important scientific contribution of particular interest to grain dealers. A thoro description, with a summary of life, history and habits of the insect is given. Illustrated. Paper, 25 pages. Bulletin No. 96, Part II. Bureau of Entomology, U. S. Dept. of Agriculture, Washington.

PRODUCTION OF AND INTERNATIONAL TRADE in Important Agricultural Products, by Countries, is the subject of a comprehensive treatise by Royal T. McKenna. The author has compiled the annual and average production of agricultural products in the leading producing countries, with the per-cent each contributes to the world production. Exports and imports are treated in a similar manner. The compilation is useful for ready reference. 30 pages. Paper. Bureau of Statistics, Circular 31, U. S. Dept. of Agriculture, Washington, D. C.

MY TOWN, OR COMMUNITY PATRIOTISM, by George Blackstone Irving, published by the Rogerson Press, Chicago, is worthy to be the text of every thoughtful citizen in his efforts for town improvement. The writer's statistics logically show that the city mail order houses are the greatest enemies of community welfare. His program for industrial, social and moral advancement consists in buying of home merchants only, raising a guarantee industrial fund, securing a bond issue

for a landscape scheme, adopting the industrial mayor plan, and bonding the county for hard wagon roads. Mr. Irving urges a heartier co-operation between farmers and townspeople, and the boosting for commercial club power over local interests, private and public.

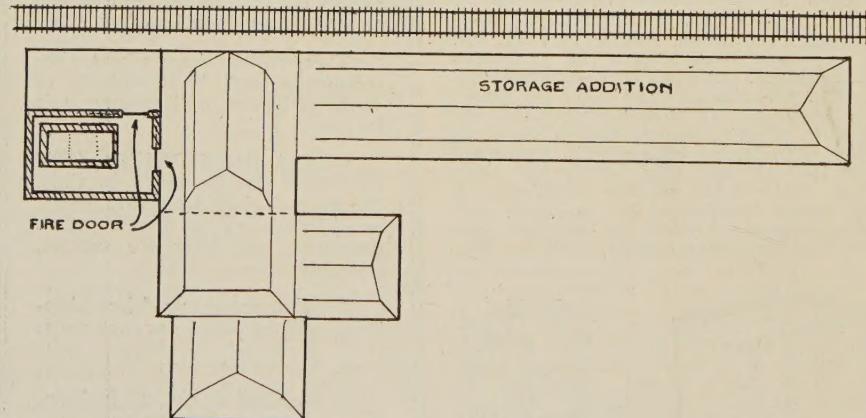
REDUCED FIRE HAZARD and Insurance Rate.

Live grain dealers everywhere are seeking ways to reduce the cost of handling grain, and many of them are reducing not only the cost of their insurance but the fire hazard of their plant by remodeling and eliminating hazardous features.

The Pierce Grain & Hay Co. of Van Wert, O., recently constructed at Scott, O., a fireproof boiler house 14x32 ft. of cement blocks, and covered it with fireproof asbestos roofing. The boiler house contains nothing but a new 50 H. P. boiler and the pumps. All around the boiler is a cement floor. Both entrances to the house are covered with standard steel fire doors.

Mr. Pierce writes: "The fire insurance inspector pronounced our plant one of the best risks in the state. By the change in the construction of our boiler house, our rate was reduced about $\frac{1}{2}$ of 1%, which will effect a saving of about \$150 a year on our insurance."

As is shown by plat, given herewith, the location of the boiler house in the L formed by the elevator and the fuel house was somewhat hazardous. The old power house was constructed entirely of wood. While it is not probable that every elevator man could by so small a change effect such a great saving in insurance, still every one can no doubt make some changes which would reduce the insurance cost enough to merit serious consideration.



Plat of Pierce Grain & Hay Co.'s Elevator Showing Location of New Concrete Boiler House.

LIGHTNING RODS
PURE COPPER CABLE
Approved by the leading Mutual Fire
Insurance Companies
Protect your buildings from lightning and
reduce your fire risks.
Write for Catalogue and particulars
THE STRUTHERS COMPANY - Peoria, Ill.



SYKES Steel Roofing Company, Chicago, Ill.
Sheet Metal Contractors. Makers of Fireproof Windows
Write them if you are in the market now or if you expect to be in the future. Contracts taken anywhere in the United States.

BEATS THE BARREL!

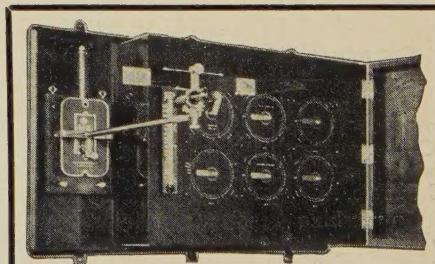
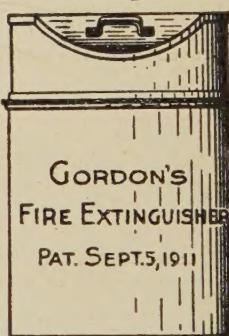
Do away with the costly, dirty and cumbersome task of maintaining the "Leaky barrel" fire extinguisher.

Use a
Gordon's
FIRE EXTINGUISHER

Barrels leak, smell and rot and are a continuous worry and expense to the user.

The first cost of a Gordon Fire Extinguisher is the last cost. Cannot leak, foul, freeze and is always reliable and effective. Write

O. E. Gordon,
Rays Crossing,
Indiana.
PAT. SEPT. 5, 1911



A Zeleny Thermometer System

does not cost you money.

It pays for itself

in your being able to know the temperature of the grain stored in your elevator bins.

Where the System Saves—

Needless turning of grain, grain that should be turned, but is left to heat on account of guesswork, work, worry and money.

Users tell us and will tell you that they would not be without it. For literature write

Western Fire Appliance Works
542 South Dearborn St., Chicago

Salt Water Barrels and Pails for FIRE PROTECTION have saved millions of dollars BUT

they freeze, smell bad, leak, burst, evaporate and need filling often, and pails are carried away.

WHY NOT
get rid of all this trouble.

OUR PROTECTION TANKS

don't freeze, don't smell bad, don't leak, rarely need filling, pails always in place inside. Last for years and cost but little more than barrels. Ask your insurance company. They prefer them.

Made of 22 gage galvanized iron, complete with pails and non-freezing compound.

Two Sizes. Let us quote you prices.

CENTRAL FIRE APPLIANCE CO., PEORIA, ILL.

A large, cylindrical metal barrel with a textured surface. It has a circular base and a flat top. The side of the barrel has the text "FOR FIRE ONLY" and "CENTRAL FIRE APPLIANCE CO. PEORIA, ILL." embossed on it.

Fire Insurance Companies

ORGANIZED 1883

The Western Millers' Mutual Fire Insurance Company

KANSAS CITY, Mo.

CHAS. H. RIDGWAY, Secretary
SAFE INDEMNITY

Flour Mills, Elevators, Warehouses, and contents.

Organized 1902

Tri-State Mutual Grain Dealers Fire Ins. Co.

Incorporated. Licensed in South Dakota.

LUVERNE, MINN.

Our members have reduced their insurance cost over 50% in ten years. Statement sent on request.

E. H. MORELAND, Sec.
E. A. BROWN, Pres. V. E. BUTLER, V-Pres.
B. P. ST. JOHN, Treas.

Millers' National Insurance Co.

175 W. Jackson Blvd., Chicago, Ill.
Chartered 1865

Insurance with a maximum of security at a minimum of cost for ELEVATORS, WAREHOUSES and CONTENTS on the Mutual Plan.

Five Year Policies (or short term policies on grain, if required.)

Semi-Annual Assessments costing about one-half Stock Company rates.

Gross Cash Assets . . .	\$1,703,365.33
Net Cash Surplus and Permanent Fund . . .	\$1,013,587.24
Losses Paid since Organization	\$7,673,329.60

DUPLICATING SCALE TICKET BOOK

No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white perforated sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets, each ticket being printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt.; Price per Bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. It is intended that a sheet of carbon shall be placed between the white and manila sheets, so that altho the weigher tears out a ticket and gives to each driver, he retains a facsimile of each scale ticket given out. 800 tickets in each book. PRICE \$1.25.

GRAIN DEALERS JOURNAL,

LA SALLE STREET
CHICAGO, ILLINOIS

MILL OWNERS MUTUAL FIRE INSURANCE COMPANY

DES MOINES, IOWA

The Oldest Millers Mutual Fire Insurance Company in America.

Cash Assets over \$300,000

J. T. SHARP, Secretary



Our Cost Per \$1,000 Per Month

is so low that you cannot afford to close your elevator at night until you have wired us to protect your grain to its full cash market value.

To be relieved of worry, that is to feel that should you have a fire your money invested would not be lost, is worth more than the low price we ask for protection under our short term mutual grain certificates.

If you haven't our quotation let us know. It costs you nothing, but will save you much.

C. A. McCOTTER, Secretary : Indianapolis, Ind.
J. J. FITZGERALD, N. W. Mgr., Sioux Falls, S. Dak.
McCOTTER & SLOAN, S. W. Mgrs., Kansas City, Mo.

INSURE WITH THE

Michigan Millers Mutual Fire Insurance Co.

of LANSING, MICH.

And get, without extra cost, the benefit of their Scientific Inspections of your plant, embracing

Common Hazards, Mechanical Hazards, Electrical Hazards.

Members of Mutual Fire Prevention Bureau.

ORGANIZED 1878

The Millers' Mutual Fire Insurance Association of Illinois

ALTON, ILLINOIS

Insures Elevators, Mills, Grain Warehouses and Contents of same at cost.

Insurance in force - \$15,104,436.83
Cash Surplus . . . 353,034.68

GEORGE POSTEL, President

G. A. MCKINNEY, Secretary

Address all Correspondence to the Company at Alton, Ill.

DO IT NOW

Place your name and business before the progressive grain elevator men of the entire country by advertising in the Grain Dealers Journal. It reaches them twice each month.

NOW YOU HAVE

The opportunity to buy from the **Producer**
direct, **Freshly Mined**, Clean

CARTERVILLE COAL

All Sizes, including **Rescreened** 3"x2" No. 1 and 2"x1 $\frac{1}{4}$ " No. 2 Nut
for Domestic and Steam use.

It is a bright and attractive coal, quick, hot and efficient, light in ash. Handles and stores well. Popular with those who use it and **Economical** for both dealer and consumer.

Do Not Overlook It

Write us for prices—they are low enough to suit everybody.

JOHNSTON CITY COAL CO.

1200 Old Colony Building **CHICAGO, ILLINOIS**

WELL ER-MADE

Car Loaders

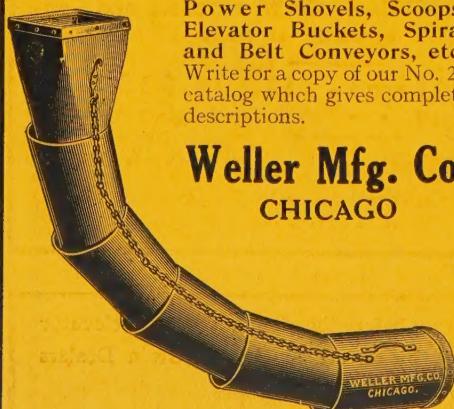
-ALL STYLES

Weller Flexible Car Loading Spouts have chain connections and open and close as shown. If you want them with link connections we can furnish those too.

We supply all kinds of equipment for cutting down handling costs in elevators and mills. **Grain Feeders. Distributors.**

and Mills. Grain Elevators,
and Distributing Spouts,
Power Shovels, Scoops,
Elevator Buckets, Spiral
and Belt Conveyors, etc.
Write for a copy of our No. 20
catalog which gives complete
descriptions.

Weller Mfg. Co.
CHICAGO



**Your dust saved "DAY-LY"
Will daily save your "DUST"**



Mr. Elevator Or Mill Owner

You cannot afford to be without a dust collecting system. Think of the risk you are taking, loss of life, loss of money and business, for the small cost of the installation of an absolute preventive, the

Day Dust Collector

Superior to all. More and better work. Storm and spark proof. "Day-ly" Efficiency. Let us send you particulars.

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